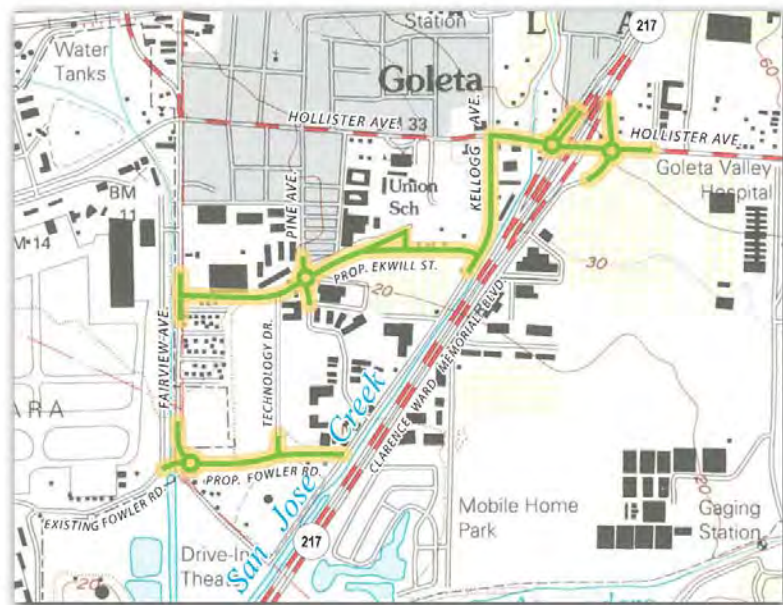


**Ekwill Street and Fowler Road Extensions Project
Goleta, California**

SCH No. 2004061072

**Draft-Final
Environmental Impact Report**



**Prepared by
the City of Goleta**



November 16, 2011

General Information About This Document

What's in this document?

The City of Goleta has prepared this Final Environmental Impact Report (EIR), which examines the potential environmental impacts of the alternatives being considered for the project located in Santa Barbara County, California. The City of Goleta is the lead agency under the provisions of the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the mitigation measures.

How did the public participate?

The Draft EIR was made available at the City of Goleta, the Goleta Valley Branch Library, the UCSB library, the Santa Barbara County Central Library, and on the City of Goleta website from August 31 to October 17, 2011. The technical studies used to prepare this EIR were made available for review at the City of Goleta.

A public hearing was held on: September 19, 2011 at 6:00 PM, Goleta City Hall, where citizens could voice any questions or concerns. Comments on the Draft EIR were received in the form of letters, emails, and testimony at the public hearing. Section 6.0 of this Final EIR provides written responses to comments submitted during the public review period. This Final EIR also includes the Draft EIR text as revised in response to public comments including the addition of another alternative for the proposed Fowler Road extension (the alternative shifts the alignment of the road slightly north between Technology Drive and Fairview Avenue and results in a geometrically superior environment). Text that has been revised relative to the Draft EIR is displayed in UNDERLINE or ~~strikethrough~~.

General Information About This Document

What's in this document?

The City of Goleta has prepared this Environmental Impact Report (EIR), which examines the potential environmental impacts of the alternatives being considered for the project located in Santa Barbara County, California. The City of Goleta is the lead agency under CEQA. The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the mitigation measures.

What should you do?

Please read this document. Additional copies of it, as well as of the technical studies we relied on in preparing it, are available for review at the following locations:

- Goleta Planning and Environmental Services/ Community Services Department, City Hall
130 Cremona Dr., Suite B, Goleta, CA
- University of California, Santa Barbara Library
Santa Barbara, CA 93106
- Goleta Valley Branch Library
500 N. Fairview Ave. Goleta, CA
- Santa Barbara County Central Library
40 E. Anapamu St., Santa Barbara, CA

Attend the public hearing on: September 19, 2011 at 6:00 PM, Goleta City Hall.

We welcome your comments.

If you have any concerns regarding the project, please attend the public information meeting or public hearing, or send your written comments to the City of Goleta by the deadline.

Please submit any comments via postal mail or email to:

Laura M. Bridley, AICP, Contract Planner

~~or~~

Rosemarie Gaglione, PE, Capital Improvement Program Manager

City of Goleta

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Goleta, CA 93117

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Submit comments by the deadline: 5:30 p.m., October 13, 2011.

~~**DRAFT-FINAL**~~
ENVIRONMENTAL IMPACT REPORT

Ekwill Street and Fowler Road Extensions Project

SCH No. 2004061072

(City of Goleta Cases: 04-121-DRB)

THE CITY OF GOLETA
Community Services Department
November 16, 2011

The following persons may be contacted for additional information concerning this document:

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Table of Contents

ES.1 Introduction and Overview of Project Area	xi
ES.2 Project Objectives	xi
ES.3 Project Description.....	xii
ES.4 Description of Project Alternatives	xii
ES.5 Project and Alternative Impacts	xiii
ES.6 Coordination with Other Agencies.....	xiv
ES.7 Areas of Controversy and Issues to be Resolved	xiv
Chapter 1. Project and Alternatives.....	1
1.1 Introduction	1
1.1.1 Project Area and History.....	1
1.1.2 Schedule and Funding.....	3
1.2 Project Objectives	4
1.2.1 Access to Old Town.....	5
1.2.2 Circulation within Southern Old Town.....	5
1.2.3 Congestion in Old Town.....	6
1.2.4 Access between Old Town and Santa Barbara Airport	6
1.2.5 Pedestrian and Bicyclist Access.....	6
1.3 Project and Alternatives	6
1.3.1 Project Description.....	7
1.3.2 Fowler Road Extension Alternative	13
1.3.3 The No-Project Alternative.....	13
1.3.4 Alternatives Considered but Eliminated from Further Discussion	15
1.4 Permits and Approvals Needed	22
Chapter 2. Existing Setting, Impacts, and Mitigation Measures	25
2.1 Human Environment	26
2.1.1 Land Use	26
2.1.2 Recreation	41
2.1.3 Agricultural Resources.....	43
2.1.4 Public Services.....	47
2.1.5 Traffic and Transportation	49
2.1.6 Visual/Aesthetics	60
2.1.7 Cultural Resources	79
2.1.8 Utilities and Service Systems.....	90
2.2 Physical Environment	93

Contents

2.2.1 Hydrology and Water Quality 93

2.2.2 Geologic Resources 108

2.2.3 Hazards and Hazardous Materials 115

2.2.4 Air Quality 122

2.2.5 Greenhouse Gas 130

2.2.6 Noise 139

2.2.7 Energy Utilization 148

2.3 Biological Environment 151

2.3.1 Natural Communities 151

2.3.2 Wetlands and Other Waters 159

2.3.3 Plant Species 169

2.3.4 Animal Species 174

2.4 Cumulative Impacts..... 186

2.4.1 Regulatory Setting 186

2.4.2 Existing Setting 186

2.4.3 Project-specific Impacts..... 186

2.4.4 Mitigation Measures 193

2.4.5 Residual Impacts..... 193

Chapter 3. Growth-inducing Impacts 195

3.1 Regulatory Setting..... 195

3.2 Existing Setting 195

3.3 Thresholds of Significance..... 196

3.4 Project-specific Impacts 196

3.5 Impacts of the No-Project Alternative 197

3.6 Mitigation Measures..... 197

3.7 Residual Impacts 197

Chapter 4. Environmentally Superior Alternative..... 199

Chapter 5. Significant Irreversible Environmental Changes 201

Chapter 6. Public Comments and Responses 205

Chapter 67. List of Preparers..... 203

Chapter 78. References..... 337

List of Appendices

- Appendix A Figures
- Appendix B Title VI Policy Statement
- Appendix C Summary of Relocation Benefits - California Department of Transportation
Relocation Assistance Program Declaration of Policy
- Appendix D Mitigation Monitoring Reporting Plan
- Appendix E State Historic Preservation Office Section 106 Concurrence Documentation
- Appendix F Policy Consistency Analysis

List of Tables

Table S-1. Project Objectives and Public Infrastructure Deficiencies.....	xii
Table S-2. Summary of Impacts and Mitigation Measures	xv
Table 1-1. Project Objectives and Public Infrastructure Deficiencies	5
Table 1-2. Levels of Service at Key Intersection.....	5
Table 1-3. Construction Equipment.....	13
Table 1-4. Project Right-of-way Summary.....	13
Table 1-5a. Original Alternatives Considered and Dismissed.....	16
Table 1-5b. Other Alternatives Considered and Dismissed.....	18
Table 1-6. Project Jurisdictions.....	23
Table 1-7. Required Permits, Notices, and Approvals.....	23
Table 2-1. Future Land Uses in the Vicinity.....	31
Table 2-2. Study Intersections	51
Table 2-3. Level of Service and Delay Ranges.....	52
Table 2-4. Existing Traffic Conditions with and without the Project.....	53
Table 2-5. Traffic Conditions in 2035 with and without the Project	54
Table 2-6. Visual Quality at Key Views Under Existing Conditions	74
Table 2-7. Visual Quality at Key Views Under Proposed Conditions	75
Table 2-8. Summary of Project Impacts by Key View	77
Table 2-9. Median Groundwater Objectives (mg/L)	99
Table 2-10. Status of Site Clean-up in Project Area.....	117
Table 2-11. State/Federal Ambient Air Quality Standards.....	126
Table 2-12. Carbon Dioxide Emission Comparison.....	137
Table 2-13. Activity Categories and Noise Abatement Criteria.....	139
Table 2-14. Noise Levels of Common Activities	140
Table 2-15. Noise Levels and Impacts at Noise-sensitive Receptors	142
Table 2-16. Noise Abatement Criteria.....	144
Table 2-17. Summary of Impacts to Jurisdictional Waters.....	163
Table 2-18. Resource Study Areas for Cumulative Impact Assessment	187
Table 2-19. City of Goleta Growth Forecast	195
<u>Table 6-1. List of Comment Letters Received on Draft EIR.....</u>	<u>205</u>

List of Figures

- Figure 1-1 Site Location Map
- Figure 1-2 City of Goleta Sub-areas, Including Old Town
- Figure 1-3 Project Overview
- Figure 1-4 Existing Conditions
- Figure 1-5 Project and Jurisdictional Boundaries
- Figure 1-~~6a~~ Proposed Fowler Road Extension
- [Figure 1-6b Fowler Road Extension Alternative](#)
- Figure 1-7a Proposed Fowler Road ~~Culvert~~[Extension](#) Plan and Profile ([Kellogg Avenue to Technology Drive](#))
- Figure 1-7b Proposed Fowler Road ~~Culvert~~[Extension](#) Plan and Profile ([Technology Drive to Fairview Avenue](#))
- [Figure 1-7c Fowler Road Extension Alternative Plan and Profile \(Technology Drive to Fairview Avenue\)](#)
- Figure 1-8 Typical Road Sections – Proposed Fowler Road Extension
- Figure 1-9 Typical Roundabout Sections
- Figure 1-10 Proposed Ekwill Street Extension
- Figure 1-11 Proposed Ekwill Street at Pine Avenue ~~Culvert~~ Plan and Profile
- Figure 1-12 Proposed Ekwill Street Culvert Plan and Profile
- Figure 1-13a Typical Road Sections – Proposed Ekwill Street Extension
- Figure 1-13b Typical Road Sections – Proposed Ekwill Street Extension
- Figure 1-14 Proposed Hollister Avenue Improvements
- Figure 1-15 Pedestrian Crossing Plan and Profile
- Figure 1-16 Proposed Kellogg Avenue Improvements
- Figure 1-17 Kellogg Avenue Proposed Parking
- Figure 2-1 Land Use in the Project Area
- Figure 2-2 Zoning in the Project Area
- Figure 2-3 Future Land Uses in the Vicinity
- Figure 2-4 Airport Approach Zone
- Figure 2-5 Agricultural Parcels and Soils
- Figure 2-6 Farmland Mapping and Monitoring Program Data
- Figure 2-7 Study Intersection Locations
- Figure 2-8 Existing Conditions – Peak Hour Intersection Volumes
- Figure 2-9 Fowler Road – Key Viewpoints
- Figure 2-10 Ekwill Street – Key Viewpoints
- Figure 2-11 Hollister Avenue – Key Viewpoints

Contents

Figure 2-12a Preliminary Landscaping Plans

Figure 2-12b Preliminary Landscaping Plans

Figure 2-12c Preliminary Landscaping Plans

Figure 2-12d Preliminary Landscaping Plans

Figure 2-12e Preliminary Landscaping Plans

Figure 2-12f Preliminary Landscaping Plans

Figure 2-13 Historic-period Resources

Figure 2-14 Noise Analysis Locations

Figure 2-15 Vegetation Map of the [Proposed](#) Ekwill Street [Extension](#) Area

Figure 2-16 Vegetation Map of the [Proposed](#) Fowler Road [Extension](#) Area

Figure 2-17 Vegetation Map of the [Proposed](#) Hollister/Kellogg Area

Figure 2-18 Overview of [Proposed Project Impact Areas on Other Waters of the U.S., CCC Wetlands, and Willow Riparian Woodland Habitat](#)

[Figure 2-19 Vegetation Map of the Fowler Road Extension Alternative Area](#)

[Figure 2-20 Overview of the Fowler Road Extension Alternative](#) Impact Areas on Other Waters of the U.S., CCC Wetlands, and Willow Riparian Woodland Habitat

List of Technical Studies that are Bound Separately

Hardcopies of the following technical reports are on file with the City of Goleta and are available for public review:

- Ekwill-Fowler Circulation Improvement Project Traffic Impact Analysis, July 2008
- Historic Properties Survey Report, Ekwill Street and Fowler Road Extensions Project, October 2009
- Archaeological Survey Report for the Ekwill Street and Fowler Road Extensions Project, September 2009 (Appendix B of the Historic Properties Survey Report)
- Supplemental Historical Resources Evaluation Report, May 2009 (Appendix C of the Historic Properties Survey Report)
- Ekwill Street and Fowler Road Extensions Project Hazardous Materials Technical Report, January 2011
- Ekwill Street and Fowler Road Extensions Project Noise Impact Report, 2009 (revised March 2011)
- Ekwill Street and Fowler Road Extensions Project Natural Environmental Study, July 2010
- Water Quality Technical Memorandum for the Ekwill Street and Fowler Road Extensions Project, July 2009
- Location Hydraulic Study for the Ekwill Street and Fowler Road Extensions Project in Goleta, California, August 2011

[In addition, earlier planning documents also on file at the City of Goleta and available for public review include the 1997 Fowler Road Extension Project Study Report, the 1997 Ekwill Street Extension Project Study Report, the 1998 Goleta Old Town Revitalization Plan, and the 2002 Value Analysis Report for the State Route 217/Goleta Old Town Infrastructure Improvements, Santa Barbara County, CA.](#)

List of Abbreviated Terms

Caltrans	California Department of Transportation
CO	Carbon Monoxide
MCL	Maximum Contaminant Level
MSAT	Mobile Source Air Toxics
MTBE	methyl-tertiary-butyl ether
NO ₂	Nitrogen Dioxide
NO _X	nitrogen oxides
PM ₁₀	respirable particulate matter
PM _{2.5}	fine particulate matter
ROG	reactive organic gases
SO _X	sulfur oxides
community center	Goleta Valley Community Center
fire department	Santa Barbara County Fire Department
Old Town	a neighborhood in the City of Goleta
Revitalization Plan	Goleta Old Town Revitalization Plan
Thresholds Manual	City of Goleta Environmental Thresholds and Guidelines Manual

Executive Summary

ES.1 Introduction and Overview of Project Area

The City of Goleta (Goleta) is proposing to construct certain public infrastructure improvements in the Old Town area of Goleta. The Old Town area of Goleta is shown on Figure 1-2 in Appendix A. The project includes public infrastructure improvements that are identified in the Goleta Old Town Revitalization Plan (Revitalization Plan) and incorporated into the Goleta General Plan/Coastal Land Use Plan (General Plan) and include the extensions of Ekwill Street and Fowler Road to provide east-west routes linking Fairview Avenue to Kellogg Avenue.

Goleta is a city in southern Santa Barbara County. The public infrastructure improvements are bounded by Hollister Avenue to the north, State Route 217 to the east, Fairview Avenue to the west, and the Goleta Slough to the south and southwest, as shown on Figures 1-1, 1-2, 1-3, 1-4, and 1-5 in Appendix A. This area can be described generally as mixed-use as it includes commercial, industrial, residential, and agricultural uses. Much of the project area is within the coastal zone.

ES.2 Project Objectives

The purpose of the project is to improve connectivity and access to, from, and within southern Old Town as well as to the Santa Barbara Airport and to reduce congestion along Hollister Avenue. Specific objectives of the project, as they relate to the project's purpose, are:

- To improve access to Old Town
- To improve connectivity within southern Old Town
- To reduce congestion on Hollister Avenue
- To improve access to Santa Barbara Airport
- To improve pedestrian and bicycle circulation and safety.

Virtually no public infrastructure improvements have been made to the southern portion of Old Town in more than 50 years. During this period the predominant development has been industrial and commercial. In the last 10 years, large commercial development has occurred on the western side of Old Town near Fairview Avenue, as well as along Hollister Avenue. Use of the Santa Barbara Airport has expanded and a major re-construction and expansion of the airport terminal was completed in 2011. As a result, vehicular, pedestrian, and bicyclist access to and within southern Old Town is cumbersome, and there is no direct access to the airport from Old Town. In addition, congestion on Hollister Avenue continues due to local and regional growth. Table S-1 summarizes the public infrastructure deficiencies addressed by the objectives of the project.

Table S-1. Project Objectives and Public Infrastructure Deficiencies

Objective	Deficiency	Result
Access to Old Town	Limited capacity at Hollister Ave/State Route 217 Interchange due to existing State Route 217 bridge over Hollister Avenue	Congestion during peak hours at this interchange
Circulation within Old Town	Lack of east-west orientated street grid	Overuse of existing street network within Old Town
Congestion in Old Town	Lack of alternative east-west orientated street apart from Hollister Avenue	Slowing of traffic and back-ups along Hollister Avenue during peak hours
Access from Old Town to Santa Barbara Airport	No connection to Fairview Avenue from southern Old town	Reliance on Hollister Avenue to access Fairview Avenue and the airport
Pedestrian and Bicyclist Access and Safety	Limited sidewalk and no Class II bike facilities within southern Old Town	No place for pedestrians and bicyclists

ES.3 Project Description

Goleta proposes to construct public infrastructure improvements identified in the Revitalization Plan and are incorporated into the Goleta General Plan. Goleta’s General Plan identifies a set of public infrastructure improvements to help revitalize the Old Town area. One of the major public infrastructure improvements in the General Plan is the construction of two new roads, Ekwill Street and Fowler Road, to provide direct east-west routes between Fairview Avenue and Kellogg Avenue. These new roadways will improve traffic flow in the area, reduce some congestion on Hollister Avenue, and provide better public transit routes linking Old Town to other areas.

The transportation improvements, termed the “Ekwill Street and Fowler Road Extensions Project” (alternatively called Ekwill/Fowler Project or the project), include four major components (see figures 1-5 through 1-17 in Appendix A):

Fowler Road Extension. Rebuild existing South Street and add an extension from the current end of the existing South Street to Fairview Avenue, as well as a roundabout at the Fowler Road/Fairview Avenue intersection.

Ekwill Street Extension. Extend Ekwill Street from Kellogg Avenue to Fairview Avenue and add a roundabout at the Ekwill Street/Pine Avenue intersection. In connection to the extension of Ekwill Street, a segment of the Old San Jose Creek Trail will be improved.

Hollister Avenue Improvements at State Route 217. Build two Hollister Avenue intersection roundabouts at State Route 217 northbound and southbound on- and off-ramps.

Kellogg Avenue Improvements at Hollister Avenue. Add a free right-turn lane and modify parking on southern Kellogg Avenue near Hollister Avenue.

A full description of the project is in Chapter 1 (Project and Alternatives).

ES.4 Description of Project Alternatives

[This In addition to the project, this environmental document analyzes one build alternative that is a variant of the project referred to as the Fowler Road Extension Alternative. The Fowler Road Extension Alternative consists of a slight change in alignment at the western](#)

end of the proposed Fowler Road extension and reflects the original alignment shown in the 1997 Fowler Road Extension Project Study Report and the 1998 Goleta Old Town Revitalization Plan. This original alignment of Fowler Road is geometrically superior to the project alignment because it results in a straight road and an optimal approach to the proposed roundabout at the Fowler Road intersection with Fairview Avenue. This alignment also reduces the amount of right-of-way acquisition required. The Fowler Road Extension Alternative is described in detail in Section 1.3.2. ~~the project.~~ Over the decade-long planning process, numerous other alternatives were considered and rejected as infeasible for reasons outlined in Section 1.3.43. As required, this document also analyzes impacts of the No-Project Alternative.

~~The project is preferred over the alternatives because: 1) the needed public infrastructure improvements would not be built with the No-Project Alternative, and 2) no other feasible alternatives have been identified.~~

ES.5 Project and Alternative Impacts

As discussed in the beginning of Chapter 2, the project would not affect or involve timberlands, paleontology, minerals, vibration, or Wild and Scenic Rivers. The project would result in beneficial impacts related to improvements in traffic circulation and congestion with associated improvements in air contaminant emissions and greenhouse gas emissions, improvements in pedestrian and bicycle transportation, and improved emergency access. It would also be consistent with local and regional transportation and air quality plans that identify the project as a planned improvement. The project would result in adverse impacts associated with temporary construction-related effects on air quality, greenhouse gas, noise, hazardous materials and hazardous waste, hydrology and water quality, energy, and biological resources. Permanent impacts include changes to the visual character of the project area and loss of biological resources. All adverse impacts of the project can be avoided or are either less than significant or less than significant with mitigation.

Like the project, the Fowler Road Extension Alternative would not affect or involve timberlands, paleontology, minerals, vibration, or Wild and Scenic Rivers. It would also result in the same beneficial impacts related to improvements in traffic circulation and congestion with associated improvements in air contaminant emissions and greenhouse gas emissions, improvements in pedestrian and bicycle transportation, and improved emergency access. The Fowler Road Extension Alternative would also result in virtually the same adverse impacts as the project, although the alternative would fill a small man-made drainage ditch and affect slightly greater acreages of biological resources than the project. Nevertheless, like the project, all adverse impacts of the Fowler Road Extension Alternative can be avoided, or are either less than significant or less than significant with mitigation. The Fowler Road Extension Alternative would meet the project purpose and objectives.

The No-Project Alternative would result in increased traffic congestion and associated air quality impacts, would have no beneficial impacts, would not meet the project's purpose and objectives, and would be inconsistent with a broad array of adopted plans and policies (see Appendix F).

See Table S-2 summarizing impacts and associated mitigation measures for the project [and the Fowler Road Extension Alternative](#).

ES.6 Coordination with Other Agencies

Goleta is the lead agency and will be carrying out the project. The City of Santa Barbara and the California Coastal Commission have jurisdiction over the project to the extent it is within the City of Santa Barbara and/or the coastal zone. Several permits, notices and approvals would also need to be obtained for the project from other state and local agencies, including an encroachment permit from the California Department of Transportation (Caltrans) for work performed on and about State Route 217 on- and off-ramps. Therefore, coordination with other agencies would be required for the project. See Tables 1-6 and 1-7 in Chapter 1 (Project and Alternatives).

ES.7 Areas of Controversy and Issues to be Resolved

[Historically, the University of California, Santa Barbara opposed any option that included the relinquishment of State Route 217 to the County or any signalized intersections on State Route 217. The controversy was resolved by re-scoping and redesigning efforts with agency stakeholders and the community. See Section 1.1.1.](#)

[Issues to be resolved include the approval of a preferred alternative by the City of Goleta.](#)

Table S-2. Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Before Mitigation		Mitigation Measures		Significance after Mitigation	
	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative
Section 2.1 – Human Environment						
Section 2.1.1 – Land Use						
Project Right-of-way Requires Acquisition of Real Property and changes in use.	Less than Significant		No mitigation is required.		Less than Significant	
Section 2.1.2 – Recreation						
Trail Improvements and bike lanes. A section of the Old San Jose Creek Trail, sidewalks, and Class II bicycle lanes will be constructed.	Beneficial		No mitigation is required.		Beneficial	
Section 2.1.3 – Agricultural Resources						
Loss of 2 Acres of Agricultural Land Zoned for Commercial Use. The General Plan EIR addressed the loss of these lands.	Less than Significant		No mitigation is required.		Less than Significant	
Section 2.1.4 – Public Services						
Construction on Existing Streets Could Temporarily Slow Emergency Response. Construction along public streets would temporarily reduce the number of lanes available for use by emergency service providers, although at least one lane on each street would remain open at all times, alternative routes would be defined, and a traffic management plan would be implemented.	Less than Significant		No mitigation is required.		Less than Significant	
Improved Access and Circulation. The project would provide better access and circulation for emergency providers serving Old Town.	Beneficial		No mitigation is required.		Beneficial Impact	
Section 2.1.5 – Traffic and Transportation/Pedestrian and Bicycle Facilities						
Construction-generated Traffic. Traffic and circulation impacts would occur as a result of construction equipment and vehicles using the existing roadways and the associated construction activities. A traffic management plan would be developed as part of the project and, as with impacts to vehicular access, traffic circulation impacts would be temporary and would cease upon completion of construction activities.	Less than Significant		No mitigation is required.		Less than Significant	
Operational Traffic Impacts. The traffic study prepared for the project assessed impacts based on existing and future traffic conditions both with and without the inclusion of the project. Under the project, six of the intersections identified in Goleta’s traffic model are forecast to operate at an improved Volume/Capacity ratio for forecast year 2035. Pedestrian and bicycle access would	Beneficial		No mitigation is required.		Beneficial	

Table S-2. Summary of Impacts and Mitigation Measures (Continued)

Potential Environmental Impacts	Significance Before Mitigation		Mitigation Measures		Significance after Mitigation	
	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative
improve.						
Section 2.1.6 – Visual/Aesthetics						
Change in View Character and Quality. Loss of mature trees, construction of new roadways, and installation of new structures at creek crossings would alter the character and reduce the quality of some views.	Less than Significant		No mitigation is required.		Less than Significant	
Increase in Light and Glare. Introduction of new streetlights would increase nighttime lighting and the potential for glare, although overall changes are not substantial.	Less than Significant		No mitigation is required.		Less than Significant	
Section 2.1.7 – Cultural Resources						
Unanticipated Disturbance of Historical or Archaeological Resources, including Human Remains. No known resources will be affected and no impacts are expected. Measures are precautionary to avoid or minimize any potential impact.	Less than Significant		CUL-1: Archaeological Monitoring and Discovery. CUL-2: Crew Education CUL-3: Archaeological Resource Investigations within the Santa Barbara Airport.		Less than Significant	
Section 2.2 – Physical Environment						
Section 2.2.1 – Hydrology and Water Quality						
Risk of Pollution. The project may have an impact to storm water and water quality as a result of increased erosion and discharge of pollutants during construction.	Less than Significant		HYDRO/WQ-1: Implement Erosion Control Plan HYDRO/WQ-2: Stream Protection Areas HYDRO/WQ-3: Best Management Practices		Less than Significant	
Decreased Groundwater Recharge. Activities such as dewatering, the installation of below ground footing of arched culverts across Old San Jose Creek, and the increase in impermeable surfaces in the area may impact groundwater recharge in the area. However, the small impact area compared to the available re-charge will not significantly impact groundwater.	Less than Significant		No mitigation is required		Less than Significant	

Table S-2. Summary of Impacts and Mitigation Measures (Continued)

Potential Environmental Impacts	Significance Before Mitigation		Mitigation Measures		Significance after Mitigation	
	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative
Risk of Pollution. The project may impact storm water and water quality during operations as a result of use of the road by vehicular traffic increasing the discharge of pollutants such as oil and grease. However, the small surface area will not be a significant source of additional pollutants.	Less than Significant		HYDRO/WQ-3: Best Management Practices		Less than Significant	
Erosional Effects on Water Quality. The project has a low potential to increase erosion and impact storm water and water quality during operations because the final project will be designed with adequate drainage.	Less than Significant		No mitigation is required.		Less than Significant	
Section 2.2.2 – Geologic Resources						
Project construction would temporarily increase the potential for erosion and downstream sediment transport. Regulatory controls minimize the potential.	Less than Significant		No mitigation is required.		Less than Significant	
Section 2.2.3 – Hazardous Materials and Hazardous Waste						
Exposure to Contaminants. Ground disturbance during construction of the project could encounter contaminated soil or groundwater and expose construction workers and the community to potential health hazards and further degrade the environment. Hazardous materials would be used, transported, produced, handled, stored, and disposed of in accordance with applicable local, state, and federal regulatory requirements.	Less than Significant		No mitigation is required.		Less than Significant	
Section 2.2.4 – Air Quality						
Construction Emissions. Construction activities associated with the project would generate odors, airborne dust, and temporary emissions of air pollutants from vehicle exhaust. Construction emissions would be below thresholds.	Less than Significant		AQ-1: Construction Dust Control AQ-2: Construction Equipment Emissions Controls		Less than Significant	
Operational Emissions. The project is expected to reduce traffic congestion and associated emissions.	Beneficial		No mitigation is required.		Beneficial	
Section 2.2.5 – Greenhouse Gas						
Construction equipment would generate emissions less than 1,000 metric tons per year (below thresholds). The new roadways are expected to reduce congestion and associated emissions.	Less than Significant		No mitigation is required.		Beneficial	

Table S-2. Summary of Impacts and Mitigation Measures (Continued)

Potential Environmental Impacts	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
	Project	Project	
	Fowler Road Extension Alternative	Fowler Road Extension Alternative	Fowler Road Extension Alternative
Section 2.2.6 – Noise			
Construction Noise. Construction activities associated with the project would result in short-term and intermittent noise increases.	Significant	Noise-1: Caltrans Construction Contractor Specifications Noise-2: Construction Noise Abatement	Less than Significant
Section 2.2.7 – Energy Utilization			
Project construction equipment would use small amounts of fossil fuels. Project operation would provide greater access that would minimize vehicle miles traveled and associated energy costs.	Less than Significant	No mitigation is required.	Less than Significant
Section 2.3 – Biological Environment			
Section 2.3.1 – Natural Communities			
Loss of Native Vegetation. The project would result in the loss of native vegetation including willow woodland and some coast live oak and black walnut trees, and ruderal vegetation.	Significant	NA-1: Protection and Replacement of Riparian Habitat NA-2: Implement Native Tree Inventory and Protection Plan NA-3: Avoid Landscaping Use of Invasive Plants NA-4: Invasive Species Management	Less than Significant
Effect on wildlife movement. The proposed culverts across the creeks would increase fragmentation of degraded habitat along Old San Jose Creek, but the culverts are designed to facilitate animal movement.	Less than Significant	No mitigation is required.	Less than Significant
Section 2.3.2 – Wetlands and Other Waters			
Loss of Jurisdictional Waters and Wetlands. The project would result in temporary impacts of U.S. Army Corps of Engineers Waters of the U.S. and California Department of Fish and Game wetlands and streambeds. Best management practices would be implemented to minimize construction debris or materials entering Old San Jose Creek. A Section 404 permit from the	Significant	WE-1: Avoid Environmentally Sensitive Habitat Areas WE-2: Wetland Habitat Restoration WE-3: Construction Site	Less than Significant

Table S-2. Summary of Impacts and Mitigation Measures (Continued)

Potential Environmental Impacts	Significance Before Mitigation		Mitigation Measures		Significance after Mitigation	
	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative
Corps of Engineers and Streambed Alternation Agreement from the California Department of Fish and Game would be required.			Housekeeping			
Section 2.3.3 – Plant Species						
Loss of Sensitive Plant Species. The project would remove vegetation in areas where there is a low potential for sensitive plants to occur.	Significant		PL-1: Pre-Construction Floristic Surveys and Compensation PL-2: Plant Restoration		Less than Significant	
Section 2.3.4 – Animal Species						
<p>Loss of Roosting, Nesting and Foraging Habitat. The project would result in the loss of eucalyptus trees, which have a low potential to serve as Monarch butterfly roost sites or raptor nesting habitat, and loss of other trees including willows which serve as raptor and other bird nesting and foraging habitat and habitat for other wildlife. In addition, the loss of ruderal and agricultural fields would reduce low quality raptor foraging habitat.</p> <p>Injury or Mortality of Special-Status Species. The project would have the potential to injure or kill special-status species during construction.</p> <p>Disturbance of Special-Status Species. The project would have the potential to disrupt the behavior patterns of special-status species by creating a new source of glare or noise.</p>	Significant		AN-1: Construction Restrictions for Riparian Birds and Raptors AN-2: Minimize Construction Noise AN-3: Construction Zone Housekeeping AN-4: Conduct Monarch Butterfly Surveys and Avoidance AN-5: Use Low-level Lighting Near Riparian Habitats AN-6: Maintenance Restrictions AN-7: Avoid/Minimize Impacts to Least Bell's Vireo AN-8: Conduct Pre-construction Protocol Surveys for Least Bell's Vireo AN-9: Conduct Breeding Bird Surveys AN-10: Dry Season Construction and Stormwater Pollution Prevention Plan		Less than Significant	

Table S-2. Summary of Impacts and Mitigation Measures (Continued)

Potential Environmental Impacts	Significance Before Mitigation		Mitigation Measures		Significance after Mitigation	
	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative	Project	Fowler Road Extension Alternative
Section 2.4 – Cumulative Impacts						
Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. The impacts of the project along with other past, present, and reasonably foreseeable projects were assessed to determine if an adverse cumulative impact would occur. The project would not have a cumulatively considerable impact.	Less than Significant; Not Cumulatively Considerable		No mitigation is required.		Less than Significant; Not Cumulatively Considerable	
Chapter 3 – Growth-inducing Impacts						
The project would accommodate planned growth included in the Goleta General Plan. The project would displace one residential unit and occupants.	Less than Significant		No mitigation is required.		Less than Significant	

Chapter 1. Project and Alternatives

1.1 Introduction

The City of Goleta (Goleta) proposes to construct certain public infrastructure improvements identified in the Goleta Old Town Revitalization Plan (Revitalization Plan) and incorporated into the Goleta General Plan/Coastal Land Use Plan (General Plan). The project includes public infrastructure improvements in the Old Town area of Goleta, including the extensions of Ekwill Street and Fowler Road to provide east-west routes linking Fairview Avenue to Kellogg Avenue. The Ekwill Street and Fowler Road Extensions Project (Ekwill/Fowler Project, project) is located in the Old Town area of Goleta, which is shown on Figure 1-2.

The California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000, *et seq.*, and the State CEQA Guidelines (CEQA Guidelines), Title 14 of the California Code of Regulations, Division 6, Chapter 3, Sections 15000, *et seq.*, require that the environmental consequences of activities directly undertaken by a governmental agency be considered pursuant to CEQA and the CEQA Guidelines (collectively CEQA, unless otherwise specified). This ~~Draft~~Final Environmental Impact Report (~~Draft~~Final EIR) has been prepared to satisfy CEQA and is a public informational document designed to provide decision makers and the public with an analysis of the environmental effects of the project.

Under CEQA Guidelines, Section 15051, Goleta is the lead agency because the project will be carried out by Goleta. In addition, a portion of the project is located within the boundaries of the City of Santa Barbara (Santa Barbara), so ~~the~~ Santa Barbara is a responsible agency under CEQA.

The Revitalization Plan was originally adopted by Santa Barbara County (County) in 1998 and was inherited by Goleta in 2002 upon incorporation. The Revitalization Plan identifies a set of public infrastructure improvements that have been incorporated into the General Plan to help revitalize the Old Town area. See Figure 1-2 showing the communities, or sub-areas, of Goleta, including Old Town. Two of the major public infrastructure improvements identified in the General Plan are the construction of two new roads, Ekwill Street and Fowler Road, to provide east-west routes linking Fairview Avenue to Kellogg Avenue. These new roadways would improve traffic flow in the currently deficient local grid roadway system, reduce some congestion on Hollister Avenue by providing alternate internal circulation routes, and provide better public transit routes linking Old Town to other areas.

1.1.1 Project Area and History

The project is located in Goleta, a city in the southern portion of Santa Barbara County, California (see Figures 1-1, 1-2, and 1-3). Figures 1-4 and 1-5 show the existing conditions and the project jurisdictional overlays, respectively. The project area can be described generally as mixed-use as it includes residential, ~~retail~~, commercial, agricultural, and industrial uses. Portions of this area are within the coastal zone.

In 1993, the Goleta Community Plan (Community Plan) was adopted by the Santa Barbara County (County) Board of Supervisors. The Community Plan requires a program to implement the needed circulation system improvements in the Old Town area. The Goleta

Transportation Improvement Program was developed to meet this requirement and was adopted in 1995. Implementation procedures for various bicycle and vehicular circulation improvements are specified in the [County of Santa Barbara's County's](#) Goleta Transportation Improvement Program. Subsequent to the County's adoption of that program, transportation planning efforts focused on the revitalization of businesses and vacant lands in the Old Town area.

These planning efforts are summarized in the Revitalization Plan adopted by the County Board of Supervisors in 1998. The Revitalization Plan identified a need to provide a more direct connection to the Santa Barbara Airport and a new east-west roadway south of Hollister Avenue. In response, project study reports were prepared by the County to extend both Ekwil Street and Fowler Road from Fairview Avenue east to State Route 217 where they would connect via at-grade signalized intersections.

The infrastructure and capacity improvements identified in the project study reports and the Revitalization Plan encountered significant ~~political~~ opposition [from the University of California, Santa Barbara](#) in 1999, primarily related to the signalized intersections proposed on State Route 217 and a requirement for State Route 217 to be relinquished from the state to the County. [Some of these infrastructure and capacity improvements had other issues as well, including conflicts with the Santa Barbara Airport height restrictions, costs associated with relocation of mobile homes and businesses, and failure to guarantee construction of certain improvements necessary for proper circulation](#) (see Section 1.3.43, Table 1-5a identifying these infrastructure and capacity improvements in the project study reports as ~~project~~ alternatives [A, B, C, D, E, and F](#)) ~~considered and dismissed~~. [The university's opposition resulted in a California Transportation Commission \(Transportation Commission\) directive in 2000 requiring a consensus solution for all agency stakeholders.](#)

In an effort to address the ~~opposition from the university's concerns~~, the County pursued the development of new options that maintained the Ekwil Street and Fowler Road extensions across Old Town but incorporated various types of non-signalized connections to State Route 217. Considerable effort and coordination occurred between stakeholder agencies and the community regarding these options. In an effort to achieve consensus, during the fall of 2001, ~~Caltrans assembled~~ a group of key [agency](#) stakeholders ([Caltrans; Santa Barbara County Association of Governments; County of Santa Barbara; City of Santa Barbara; and University of California, Santa Barbara](#)) ~~to~~ [conducted](#) a Value Analysis process to review various concepts for connecting Ekwil Street and Fowler Road to State Route 217. The Value Analysis process identified three potential options. However, due to the prohibitive cost of all three options, they were considered non-viable (see Section 1.3.43, [Table 1-5b identifying the three options as project alternatives G, H, and I](#)) ~~considered and dismissed~~.

In 2002, Goleta was incorporated as a city and became the sponsoring agency for the ~~evolving~~ [Ekwil Street and Fowler Road extensions and Project](#). ~~Goleta~~ initiated a community outreach effort regarding the various [options for the public infrastructure improvements](#) ~~project alternatives~~. [The outreach effort included three community meetings at which options for the public infrastructure improvements were presented and input received from the community members in attendance. All three meetings were publicly noticed.](#)

Goleta and Caltrans also considered other capacity improvements at the Hollister/State Route 217 ramp intersections at Dearborn Place and Ward Drive. These improvements included widening the Hollister Avenue corridor to accommodate additional travel lanes, which required replacement of the State Route 217 bridge over Hollister Avenue. These improvements required significant right-of-way acquisition and would have impacted cultural and agricultural resources. The prohibitive costs made these improvements non-viable. (see Section 1.3.4, Table 1-5b identifying this as Alternative 2).

In 2003, after careful evaluation of all factors including community input, an option was identified and studied by Goleta and Caltrans which was supported by the major agency stakeholders. The option was identified in 2004 that would: 1) meet the purpose and objectives; 2) avoid any new connection to State Route 217; 3) keep the proposed Ekwil Street and Fowler Road extensions between Fairview Avenue and Kellogg Avenue; and 4) provide capacity improvements (roundabouts) at the Hollister Avenue/State Route 217 ramp intersections and modifications to the Kellogg Avenue intersection at Hollister Avenue. The 2004-new option was approved by the Santa Barbara County Association of Governments (Association of Governments) Board and the California Transportation Commission in May 2004 and is the basis of the project addressed in this Draft Final EIR. Because the 2004 option and the earlier project study reports did not address the Hollister Avenue roundabouts and Kellogg Avenue improvements, a draft supplemental project study report was prepared to incorporate these additions and summarize how the project design had changed since the original project study reports were prepared. In May 2004, Goleta released a Notice of Preparation, SCH# 2004061072, for the revised project option (see Section 1.3.3, Table 1-5b identifying this project option as a project alternative considered and dismissed).

While environmental assessments were ongoing by Goleta and Caltrans, Goleta also developed its own Traffic Model and adopted the General Plan in 2006 which included improvements to Ekwil Street, Fowler Road, Kellogg Avenue, and Hollister Avenue at the intersection of State Route 217. The project design evolved slightly, shifting the Ekwil Street extension northward to minimize effects to a vacant parcel designated for visitor use. This realignment also allowed the project to incorporate elements of the Old San Jose Creek Trail between Kellogg Place and Pine Avenue. ,resulting in €The project analyzed in this Draft Final EIR includes the northerly alignment of the Ekwil Street extension and the Old San Jose Creek Trail improvements.

In September 2008, Goleta released a revised Notice of Preparation for the project, which includes the northerly alignment of Ekwil Street and inclusion of the Old San Jose Creek Trail element. The conceptual designs of the roundabouts and landscaping schemes for the project were reviewed by the Goleta's Design Review Board on May 25, 2010, with positive comments offered regarding these plans and how they related to the Goleta Heritage District Architecture and Design Guidelines.

1.1.2 Schedule and Funding

The schedule for the Ekwil/Fowler Project is as follows:

- Environmental review: 2008 through 2011
- Final design and right-of-way acquisition: 2012 through 2013

- Construction: 2013 through 2016.

Construction is proposed to last for approximately 24 to 36 months, beginning in 2013 and continuing through 2016. Construction of all components would occur simultaneously.

Current funding for the project is provided through Caltrans' State Transportation Improvement Program and the Goleta Transportation Improvement Plan funding. The current project cost estimate is approximately \$19.8 million, of which approximately \$15.9 million is from the State Transportation Improvement Program. The current project cost estimate would fund the engineering design, right-of-way acquisition, and construction. The engineering design, right-of-way, and construction phases of the project are included in the approved 2010 State Transportation Improvement Plan, and in May 2011 the California Transportation Commission approved a nine-month extension for appropriating the design and right-of-way funds. The construction phase is funded for fiscal year 2013. The project has been included in the Regional Transportation Improvement Program since 1996.

1.2 Project Objectives

The purpose of the project is to improve connectivity and access to, from, and within southern Old Town as well as to the Santa Barbara Airport and to reduce congestion along Hollister Avenue.

Specific objectives of the project, as they relate to the project's purpose, are:

- To improve access to Goleta Old Town
- To improve traffic circulation within southern Old Town
- To reduce congestion in Old Town
- To improve access to Santa Barbara Airport
- To improve pedestrian and bicycle circulation and safety

Virtually no infrastructure improvements have been made to the southern portion of Goleta Old Town for over 50 years. During this period, the predominant development in the area has been industrial and commercial. One of the major infrastructure improvements in the Goleta Old Town Revitalization Plan was the construction of two new roads, Ekwil Street and Fowler Road, to provide east-west routes linking Fairview Avenue to Kellogg Avenue. These new roadways would improve traffic flow in the currently deficient local grid roadway system, reduce some congestion on Hollister Avenue by providing alternate internal circulation routes, provide better public transit routes linking Old Town to other areas, and improve safety and pedestrian access in Old Town.

In the last 10 years, large commercial development has occurred on the western side of Old Town near Fairview Avenue, as well as retail and services developments along Hollister Avenue. Use of the Santa Barbara Airport has expanded and a major re-construction and expansion of the airport terminal has been completed. Vehicular, pedestrian, and bicyclist access to and within southern Old Town is cumbersome, and there is no direct access to the airport from Old Town. In addition, congestion on Hollister Avenue continues due to local and regional growth. Table 1-1 summarizes the public infrastructure deficiencies addressed by the objectives of the project.

Table 1-1. Project Objectives and Public Infrastructure Deficiencies

Objective	Deficiency	Result
Access To Old Town	Limited capacity at Hollister Ave/State Route 217 Interchange due to existing State Route 217 bridge over Hollister Avenue	Congestion during peak hours at this interchange
Circulation within Old Town	Lack of east-west oriented street grid	Overuse of existing street network within Old Town
Congestion in Old Town	Lack of alternative east-west oriented street apart from Hollister Avenue	Slowing of traffic and back-ups along Hollister Avenue during peak hours
Access from Old Town to Santa Barbara Airport	No connection to Fairview Avenue from southern Old Town	Reliance on Hollister Avenue to access Fairview Avenue and the airport
Pedestrian and Bicyclist Access and Safety	Limited sidewalk and no Class II bike facilities within southern Old Town	No place for pedestrians and bicyclists

The following subsections provide additional detail regarding the project objectives identified above.

1.2.1 Access to Old Town

Access into Goleta Old Town is from Hollister Avenue, Fairview Avenue and State Route 217 to Hollister Avenue. The capacity of the Hollister Avenue/State Route 217 interchange is constrained by the length of the existing State Route 217 overcrossing bridge over Hollister Avenue. During peak hours, traffic congestion occurs at the interchange, especially at the State Route 217 southbound ramps/Hollister Avenue intersection. As can be seen in Table 1-2 below, the level of service at the State Route 217 southbound ramps/Hollister Avenue intersection is expected to deteriorate in the future due to projected growth.

Table 1-2. Levels of Service at Key Intersection

Intersection	Existing Level of Service		2035 Projected Level of Service	
	Morning Peak	Evening Peak	Morning Peak	Evening Peak
State Route 217 southbound ramps/Hollister Ave Intersection	C	C	D	E

1.2.2 Circulation within Southern Old Town

The existing roadway system within southern Old Town has inadequate east-west circulation. Hollister Avenue is Old Town’s only major east-west arterial roadway, and direct east-west movement through Old Town south of Hollister Avenue is essentially blocked by Old San Jose Creek, a remnant of the original channel of San Jose Creek, which has since been relocated and channelized (see Figure 1-4). Consequently, the commercial, industrial, residential, and visitor uses of this area and the local streets and roads that serve them are essentially divided into those located east of the creek and those located to the west. Travelers trying to reach a location on the opposite side of the creek must drive north toward Hollister Avenue and back down another street, sometimes driving as much as half a mile out of their way (called “out-of-direction travel” by transportation planners). For example, a

person who needed to get from South Street east of Old San Jose Creek to a business on Daley Street west of the creek would have to first drive east on South Street (out-of-direction), then north on South Kellogg Avenue and Pine Avenue (a portion of which is out-of-direction), then west to Fairview Avenue along on an alley way, and finally south (out-of-direction) on Fairview Avenue to Daley Street. In current conditions, such a trip would require over half a mile of out-of-direction travel, more than doubling the mileage necessary to reach a point that is physically less than 2,000 feet away.

1.2.3 Congestion in Old Town

Hollister Avenue stretches from a portion of Santa Barbara surrounding the Santa Barbara Airport to the western edge of Goleta, east of Patterson Avenue. The road generally runs parallel to and south of U.S. Route 101. Hollister Avenue traverses the northern portion of Goleta Old Town. This Old Town section of Hollister Avenue from State Route 217 to Fairview Avenue represents the “Main Street” of Old Town. Old Town Hollister Avenue serves local traffic wishing to enter and depart Goleta Old Town, provides access to U.S. Route 101 and State Route 217, and is projected to be severely congested as regional and local traffic growth occurs. For example, levels of service at Hollister Avenue intersections with Kellogg Avenue and at the State Route 217 southbound ramps are projected to degrade considerably by 2035 with levels of service of D and E, respectively. The minimum acceptable level of service in Goleta is “C”.

1.2.4 Access between Old Town and Santa Barbara Airport

Currently, access to Santa Barbara Airport can only be achieved from State Route 217 or Fairview Avenue. From within Old Town, people wishing to travel to the airport must head north to Hollister Avenue and access State Route 217 or Fairview Avenue. Such indirect access causes someone on South Street east of Old San Jose Creek who wishes to travel to the Santa Barbara Airport (located west of the creek) to drive more than a mile to reach a point that is physically less than 1,000 feet away.

1.2.5 Pedestrian and Bicyclist Access

Currently, Goleta Old Town south of Hollister Avenue is not pedestrian- or bicyclist-friendly. There are no Class II bike facilities within the project vicinity, and many existing streets have no sidewalks. To address these deficiencies, Goleta’s General Plan Transportation Element includes policies to increase pedestrian and bicyclist access. These policies include planned sidewalks and Class II bikeways along extensions of Ekwil Street and Fowler Road.

1.3 Project and Alternatives

This section describes the project analyzed in this document, which includes two new east-west road extensions with roundabouts, two new roundabouts along Hollister Avenue, and other traffic improvements described in the following section. The project would provide improved accessibility to Old Town’s southern industrial area, improved connectivity between Old Town and surrounding areas including the Santa Barbara Airport, and improved circulation and reduced traffic congestion on Hollister Avenue.

This section also describes the alternatives to the project analyzed in this document, which include the No-Project Alternative and the Fowler Road Extension Alternative. The Fowler Road Extension Alternative includes the exact same public infrastructure improvements as the project with the exception of the alignment of the western portion of the proposed Fowler Road extension, roughly between Technology Drive and the proposed Fowler Road-Fairview Avenue roundabout intersection. Details of the Fowler Road Extension Alternative are described in Section 1.3.2. The No-Project Alternative is described in Section 1.3.3 and represents the scenario of ~~describes~~ conditions that would occur if ~~the project were not~~ neither the project nor the Fowler Road Extension Alternative were selected for implementation.

This document evaluates the project and alternatives in terms of two criteria: potential environmental impacts and the ability to meet the project’s purpose and need. ~~For comparative purposes, the document also evaluates impacts of the No-Project Alternative as a baseline condition.~~

1.3.1 Project Description

The project includes four major components that collectively comprise a coherent system of transportation improvements to meet the project objectives defined in Section 1.2:

- Fowler Road Extension. Rebuild existing South Street and add an extension from the current end of South Street to Fairview Avenue. The component also includes addition of a roundabout at the Fowler Road/Fairview Avenue intersection.
- Ekwill Street Extension. Build an extension of Ekwill Street from Kellogg Avenue to Fairview Avenue and add a roundabout at the proposed Ekwill Street/Pine Avenue intersection. In connection to the extension of Ekwill Street, a segment of the Old San Jose Creek Trail will be improved, which is identified in the Revitalization Plan.
- Hollister Avenue Improvements at State Route 217. Add two Hollister Avenue intersection roundabouts at State Route 217 northbound and southbound on-ramps and off-ramps.
- Kellogg Avenue Improvements at Hollister Avenue. Add a free northbound right-turn lane and modify parking on southern Kellogg Avenue near Hollister Avenue.

Description, Layout, and Roadway Corridor Design

Fowler Road Extension

The proposed Fowler Road extension would contain two lanes, one eastbound and one westbound, with shoulders, bike lanes, and sidewalks on both sides, with a right-of-way that would vary from 60 to 72 feet. A left-turn lane would ease east-bound left turns onto Technology Drive. Fowler Road would cross Old San Jose Creek using an arched culvert structure. A roundabout would be built at the intersection of Fowler Road and Fairview Avenue within Santa Barbara’s jurisdiction. The new portion of Fowler Road would extend from the proposed Fowler Road/Fairview Avenue roundabout to Technology Drive. The portion of Fowler Road from Technology Drive to Kellogg Avenue would be built largely on the same alignment as the existing South Street. The public right-of-way ends where the existing South Street ends, and property between South Street and Technology Drive would

[be acquired. At the east end of existing South Street](#), Fowler Road would transition into existing Kellogg Avenue.

The Fowler Road extension would require the [purchase/acquisition](#) of approximately 600 feet of new right-of-way from two [adjacent](#) private property parcels [with commercial/industrial uses. These acquisitions may involve the relocation of some of these uses](#). Although most of the proposed Fowler Road [lies-is](#) within the city limits of Goleta, the western portion is within the jurisdiction of Santa Barbara and its airport (Figure 1-5). Santa Barbara has agreed to grant Goleta an easement on four parcels for purposes of constructing Fowler Road. ~~The Fowler Road extension may require partial acquisition of an auto salvage yard. No other relocations of residences or businesses are envisioned for the Fowler Road corridor.~~ Closure of any existing driveways on South Street would [not](#) be required.

As shown on Figure 1-6, the Fowler Road extension would extend approximately 1,500 feet west from Kellogg Avenue to Fairview Avenue. Along the way, it would cross Old San Jose Creek. (See Figures 1-7a and 1-7b for a preliminary design plan view and profile of the crossing.) The western half of the extension represents a new roadway while the eastern half of the extension would follow the existing alignment of South Street, which would be renamed Fowler Road. ~~The potential for parking would not be allowed on one either side of Fowler Road would be considered during final design the new street.~~ A typical road section based on preliminary design is shown on Figure 1-8. Typical roundabout sections are shown on Figure 1-9.

The existing roads feeding into the new roundabout would be modified for about 200 feet from the roundabout. In order to conform to the proposed roundabout intersection, about 400 feet of Fairview Avenue would be realigned toward the east.

Additional specifications and features about the Fowler Road extension include the following:

- A four-leg roundabout and appropriate traffic signs at the intersection of Fowler Road, Fairview Avenue and, to the south, Placencia Street
- Two 12-foot-wide lanes with standard traffic signs
- 8-foot-wide Class II bicycle lanes¹ on both sides of the new road
- 5-foot-wide sidewalks on both sides of the new road
- A planted, 5-foot-wide parkway on both sides of the [westerly portion of the](#) new road
- A center median ([striped and not raised](#)) east of the Fowler Road/Technology Drive intersection
- Underground utility conduits placed in a 4-foot-wide and 4-foot-deep trench in the road shoulder
- Street lights at intersections of Fowler Road and Fairview Avenue (roundabout), Fowler Road and Technology Drive and Fowler Road and Kellogg Avenue
- A left-turn lane on Fowler Road for northbound turns onto Technology Drive

¹ Class II Bicycle Lane provides a striped lane for one-way bicycle travel on a street or highway per Caltrans Highway Design Manual.

- A crossing over Old San Jose Creek (see Figures 1-7a and b) with the following features:
 - A 50-foot-wide roadway sufficient for the proposed travel lanes, Class II bicycle lanes, ~~parkway~~, and sidewalk
 - A prefabricated open-bottom arch culvert spanning most if not all of the stream bottom on the western portion of the extension
 - Concrete headwalls at each end of the creek crossing
 - Retaining walls at the creek crossing on the south side of the road

Ekwill Street Extension

The Ekwill Street extension represents a new road through this area that would extend approximately 2,900 feet from Kellogg Avenue to Fairview Avenue (see Figure 1-10). The extension would consist of two lanes with road shoulders, bike lanes, and sidewalks between Fairview Avenue and Kellogg Avenue and the road right-of-way would vary from 60 to 72 feet in width. One lane would be eastbound, one lane westbound. In addition, a turning lane stretching from Fairview Avenue to the approach to the Pine Avenue roundabout would be accommodated. This would allow left turns into Airport Plaza and UPS. A roundabout would be built at the proposed intersection of Ekwill Street and Pine Avenue. Ekwill Street would cross Old San Jose Creek using an arched culvert structure. Parking along Ekwill Street would not be allowed.

The intersections at each end of Ekwill Street would be stop-sign controlled with new, three-way stop signs. Sidewalks would be added to both sides of the road, except for a segment along the north side of the road where an unimproved segment of the Old San Jose Creek Trail would be upgraded (see “Trail Enhancement,” below, and Figure 1-10, for additional information.)

The Ekwill Street extension would require the purchase/acquisition of new right-of-way from affected property owners. On the north side of the Ekwill Street extension, this includes approximately 2,900 linear feet of right-of-way along parcels with agricultural, commercial/industrial, and vacant uses. On the south side of the Ekwill Street extension, this includes 2,900 linear feet of right-of-way along parcels designated agricultural, commercial/industrial, or Visitor Service uses. The number of parcels that could be affected is discussed in detail below. However, it is not anticipated that commercial structures or residences would be removed or relocated.

Additional specifications and features of the Ekwill Street extension include the following:

- Two 12-foot-wide lanes with standard traffic signs
- Class II bicycle lanes and sidewalks on both sides of the road between Fairview and Pine avenues
- A ~~Class I~~ multi-use bicycle and pedestrian path-trail along the north side of Ekwill Street that would extend approximately 1,000 feet east of Pine Avenue and complete a portion of the Old San Jose Creek Trail (see Figure 1-10)
- A planted, 5-foot-wide parkway on both sides of the road
- A paved and striped median near the intersections with Kellogg Avenue and Fairview Avenue to provide left-turn lanes

- Street lights at intersections along the proposed alignment
- An intersection with existing Pine Avenue which would include:
 - Lengthening of the existing Pine Avenue culvert over Old San Jose Creek to accommodate the widened road on the northerly approach to the roundabout (Figure 1-11 shows a preliminary design plan view and profile of the proposed Pine Avenue culvert)
 - A four-leg roundabout with pedestrian crossings on each leg of the roundabout and a raised, center median with landscaping.
- A crossing at Old San Jose Creek using a prefabricated [open-bottom](#) arch culvert spanning most if not all of the stream bottom, with the following features:
 - A culvert approximately [230-200](#) feet long (see Figure 1-12)
 - Concrete headwalls at each end of the culvert
 - An approximately 67-foot-wide crossing, providing sufficient width for the [proposed travel lanes, left turn pocket](#), Class II bicycle lanes, [parkway](#), and sidewalks (typical road sections shown on Figures 1-13a and 1-13b)

Hollister Avenue Improvements at State Route 217

Two roundabouts would be built along Hollister Avenue (see Figures 1-9 and 1-14). Between the two roundabouts, Hollister Avenue would continue to have two lanes in each direction.

The westernmost roundabout would be located along Hollister Avenue where it intersects with Dearborn Place and the southbound State Route 217 on- and off-ramps. This five-leg roundabout would replace the existing signalized intersection and would require the [purchase/acquisition](#) of right-of-way from affected property owners. It would require the removal of one [of two](#) driveways to the commercial property adjacent to the State Route 217 southbound on-ramp, the removal of one residence located north of the proposed roundabout, and the removal of an existing driveway off Dearborn Place. Construction of this roundabout also would include the installation of a prefabricated pedestrian and bicycle bridge across San Jose Creek, just north of the existing Hollister Bridge over San Jose Creek (see Figure 1-15).

The easternmost roundabout would be at the intersection with the northbound State Route 217 on-ramp and Ward Drive. This would be a four-leg roundabout that replaces the existing signalized intersection (see Figure 1-14). [No purchase of p](#)Permanent right-of-way is envisioned for this roundabout, [along with minor dedications of right-of-way](#).

Features of the Hollister Avenue improvements include the following:

- 10-foot-wide sidewalks on both sides with shared pedestrian and bicycling uses
- Bicyclist use of the roadways or sidewalks through the roundabouts
- Raised medians with landscaping
- Street lights
- Traffic signs

Kellogg Avenue Improvements at Hollister Avenue

Improvements on Kellogg Avenue at and near Hollister Avenue would include the relocation of existing parking along northbound Kellogg Avenue to increase the length of the free right-turn lane onto eastbound Hollister Avenue, as shown on Figure 1-16. To accommodate the proposed right-turn lane, the following features would be required:

- Addition of Class II (5-foot-wide) bicycle lanes
- Relocation southward of 19 parallel parking spaces along the eastern side of Kellogg Avenue (see Figure 1-17) to the eastern side of Kellogg Avenue adjacent to the proposed Ekwill Street intersection with Kellogg Avenue. Existing parallel parking on the west side of Kellogg Avenue south of Hollister Avenue would remain.
- The Kellogg Avenue/Hollister Avenue intersection signal timing would be modified to better accommodate the increased traffic.

Landscaping and Architectural Design

The project would include aesthetic treatments and landscaping along streetscapes and at structures where appropriate. The project is primarily located in the Goleta Old Town Heritage District. The Visual and Historic Resources Element of Goleta's 2006 General Plan specifies that all design in Old Town shall maintain and enhance the historic character and be consistent with the Goleta Heritage District Architecture and Design Guidelines (Goleta Heritage District Guidelines). The General Plan also identifies policies associated with landscape design, streetscape and frontage design, lighting, signage, and utilities that relate to visual aspects of the project's design. The project would incorporate these policies and guidelines to ensure that its design preserves and enhances Goleta's visual character. As per the Goleta Heritage District Guidelines, architectural elements of public improvements would be inspired by historic design styles in Goleta Old Town. Goleta's Design Review Board would continue its advisory review at public meetings to review and approve the architectural elements of the project during final design phases. Review would include such architectural elements as street lights, bridge design, and street furnishings (benches, litter receptacles, etc.). Recommendations from the Design Review Board would be incorporated into the project design. A conceptual landscaping plan showing plant selection has already been favorably reviewed by Goleta's Design Review Board at its initial public meeting for this project in May 2010. Details of the landscaping plan are shown on Figures 2-12a-f. Overall, the project includes the following broad landscaping and architectural elements, details of which would be agreed to through further public meetings of Goleta's Design Review Board during the final design phase of the project:

- Surface treatment for roundabout retaining walls ranging in possibility from stone to plaster.
- Surface treatments for the roundabout turning aprons. Possible treatments would range from stone/rock paving to stamped concrete.
- Surface treatment and railings for the arch bridges over Old San Jose Creek at both Fowler Road and Ekwill Street. Architectural character would reflect Goleta Heritage District Guidelines. Possible treatments could range from stone/rock to corrugated iron to plaster.

- Potential for enhanced pavement treatment of sidewalks at the roundabouts.
- Appropriate street and pedestrian lighting elements. Street and lighting elements shall reflect a historic character as reflected in the Goleta Heritage District Guidelines.
- Major corridors shall be developed as tree-lined boulevards.
- Proposed roundabouts shall have extensive landscape treatments to include accent tree and shrub massings.
- All landscape treatments shall make primary use of native drought-tolerant plants and shall utilize low-volume, efficient irrigation systems.

Trail Enhancement

As noted earlier, the proposed Ekwil Street extension provides the opportunity to construct a 1,000-foot-long segment of the Old San Jose Creek Multi-Use Trail. An improvement identified in the Revitalization Plan and incorporated into the General Plan, the Old San Jose Creek Multi-Use Trail is planned to extend south and west from the Goleta Valley Community Center along Old San Jose Creek to the proposed extension of Fowler Road at Fairview Avenue. The multi-use trail then continues west across Fairview Avenue becoming a road-shoulder trail along the existing Fowler Road and William Moffett Lane, terminating at Goleta Beach. The trail segment that would be built as part of the project is illustrated on Figure 1-10.

The trail segment along the proposed Ekwil Street extension would be built with gravel or another suitable similar material, and would parallel Old San Jose Creek. The east end of the trail would form a triangular area for benches and/or picnic tables.

Construction General Information

Construction is proposed to last for 24 to 36 months, beginning in 2013.

A list of typical equipment that would be on site during construction is presented in Table 1-3. Both equipment and construction materials would be temporarily stored at up to seven potential staging areas (see Figure 1-5 in Appendix A). All seven locations have been previously disturbed and are either paved or have been graded and/or tilled. During construction, haul-and-supply trucks would enter the project area to import base, asphalt, and other construction materials. No major grading is necessary due to the flat topography of the area, and all trenches would be backfilled with spoils. As a result, earthwork quantities would balance on site. [Current estimates indicate that grading of approximately 34,000 cubic yards may be required during construction.](#)

Construction of the proposed Ekwil Street and Fowler Road extensions, Hollister Avenue improvements, and the Kellogg Avenue improvements are expected to happen simultaneously. Construction would be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m., and no night work would be allowed. 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 Goleta Director of Planning and Environmental Services. Construction near noise- or light-sensitive receptors (for example, residential areas),

Table 1-3. Construction Equipment

Equipment	Construction Activity		
	Grading	Roadway	Asphalt
Cranes	-	2	-
Excavators	4	-	-
Graders	2	4	-
Pavers	-	-	4
Rollers	-	-	4
Scrapers	3	4	-
Rubber-tired bulldozers	4	6	-
Rubber-tired loaders	-	4	-

Source: Ekwil Street & Fowler Road Environmental Determination Document, 2008.

however, would be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Near or within San Jose Creek, construction would be limited to the dry season (April 1 – October 31) to avoid impacts to the Southern steelhead.

Relocations and Property Transfers

The project would require the acquisition or transfer of real property from a number of entities (see Table 1-4), including the acquisition and removal of one existing residential rental unit to construct the western roundabout on Hollister Avenue and acquisition of a portion of an automobile salvage yard to provide right-of-way for the proposed Fowler Road extension. It is possible that both the tenant and the land owner of this latter property would seek compensation or relocation.

As the project sponsor, Goleta would be responsible for carrying out the relocation process and for any compensation that might be necessary. However, Goleta does not have its own relocation protocol, and therefore would implement the Caltrans Relocation Assistance Program described in Appendix C.

The Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations, Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S. Code 2000d, et seq.). See Appendix B for details.

1.3.2 Fowler Road Extension Alternative

The Fowler Road Extension Alternative is also being considered. The Fowler Road Extension Alternative includes the same public infrastructure improvements as the project with the exception that the western portion of the proposed Fowler Road extension, roughly between Technology Drive and the proposed Fowler Road-Fairview Avenue roundabout intersection, is aligned approximately 70 feet further north than the project alignment

(compare Figures 1-6a and 1-6b in Appendix A). The proposed roadway cross-section of the Fowler Road Extension Alternative is the same as that of the project and as described above in Section 1.3.1. The Fowler Road Extension Alternative depicts the original alignment of the proposed Fowler Road as reflected in the 1997 Fowler Road Extension Project Study Report and the 1998 Goleta Old Town Revitalization Plan. This alignment is geometrically superior because it results in a straight road and an optimal approach into the proposed roundabout at the Fowler Road intersection with Fairview Avenue. This alignment also reduces the amount of right-of-way acquisition required.

1.3.3 The No-Project Alternative

The No-Project Alternative would not involve any new construction at this time. If the project were not built, existing access and circulation problems in southern Old Town would continue and congestion would increase.

The No-Project Alternative would not prevent future development in southern Old Town because existing land use designations and zoning for vacant and underutilized parcels would still encourage infill development in the area. The reduced accessibility resulting from the No-Project Alternative may extend the timeframe for such development and associated impacts to occur and may limit developments that would otherwise benefit from improved access by airport visitors (for example, hotels, eating and drinking establishments, entertainment and recreational businesses, visitor attractions, other types of retail shops). It is expected that future development under the No-Project Alternative would avoid, minimize and/or mitigate impacts to resources of concern.

Table 1-4. Project Right-of-way Summary

Address	Proposed Partial Acquisition/Transfer	Type (residential or business)	Assessor's Parcel Number
490 S Fairview	Torridon LLC and JSK Socios LLC Orix SBAP Goleta Venture	Business	071-130-062
505 Pine Ave	Aloise and Joanne Mauracher	Business	071-130-051
Vacant	University Properties	Business	071-170-080
601 Pine Ave	Winnikoff Living Trust	Business	071-170-082
Vacant	University Properties	Business	071-170-083
600 Pine Ave	Pine Avenue Associates	Business	071-130-040
Vacant Kellogg Ave	Page Enterprises	Business	071-130-023
630 S. Fairview	McLeans Auto Body & Paint Inc.	Business	071-151-011
520 Pine Ave	Aloise and Joanne Mauracher	Residential	071-130-006
475 S. Kellogg	Catalina Barber Corporation	Residential	071-140-067
Vacant	City of Santa Barbara Airport	Airport Property	071-160-006
Vacant	City of Santa Barbara Airport	Airport Property	071-160-011
Vacant	City of Santa Barbara Airport	Airport Property	071-181-012
Vacant	City of Santa Barbara	Airport Property	071-190-018

Table 1-4. Project Right-of-way Summary (Continued)

Address	Proposed Partial Acquisition/Transfer	Type (residential or business)	Assessor's Parcel Number
903 S Kellogg	Kellogg Avenue LLC	Business	071-190-034
891 S Kellogg	University Property	Business	071-170-079
5580 Hollister	DLC Enterprises, Inc.	Business	071-090-078
Vacant	SB County Flood Control	Creek	071-090-037
5544 Hollister	Newland	Residential	071-090-036
101 Dearborn Place	Islay Investments	Residential	071-090-007
5551 Hollister	Bottiani	Business	071-140-046
5490 Hollister	Jurkowitz 1996 Family Trust	Business	071-330-009
495 S Kellogg	Catalina Barber Corporation	Business	071-140-068

1.3.4 Alternatives Considered but Eliminated from Further Discussion

~~The Ekwil/Fowler Project is the end result of a decade long process of planning, design, and coordination between stakeholder agencies, including Caltrans and the cities of Goleta and Santa Barbara, and the larger community. Over this period, all parties expended considerable effort in evaluating alternative designs and~~

~~The project isand the Fowler Road Extension Alternative analyzed in this EIR are considered to be the only designs and alignments that meets the purpose andproject objectives, isare supported by all agency stakeholders, and isare feasible from a cost standpoint. The alternatives considered but rejected are summarized in Tables 1-5a and 1-5b below.~~

~~Originally the project consisted of two separate projects—the Ekwil Street Extension Project and the Fowler Road Extension Project. Each of these projects would build new east west arterials across southern Old Town just like the project. The original alignments for these projects were identified in two project study reports prepared by the County and approved by Caltrans in 1997. One project study report was for the Ekwil Street Extension Project and~~

Table 1-5a. Original Alternatives Considered and Dismissed

Alt	Reference	Description of Project Elements	Eliminated		Included	
			Y/N	If Yes – Basis for Elimination	In Project	In Fowler Road Ext Alt
A	Fowler Road Extension Project Study Report, Approved 1997.	Signalized intersection at Fowler Road and State Route 217 and bridge over SJ Creek Channel.	Y	This element of the Alternative was rejected as infeasible, since the signalized intersection was in violation of the 2000 California Transportation Commission directive.	N	N
		Fowler Road – From Kellogg Ave along existing South Street.	N	NA	Y	Y
		Fowler Road – Straight alignment from end of South Street to Fairview Avenue.	N	NA	N	Y
		Fowler Road - Fairview Avenue roundabout.	N	NA	Y	Y
B	Fowler Road Extension Project Study Report, Approved 1997.	Signalized intersection at Fowler Road and State Route 217 and bridge over SJ Creek Channel.	Y	This element of the Alternative was rejected as infeasible, since the signalized intersection was in violation of the 2000 California Transportation Commission directive.	N	N
		Fowler Road – From Kellogg Ave along existing South Street.	N	NA	Y	Y
		Fowler Road – Straight alignment from end of South Street to Fairview Avenue.	N	NA	N	Y
		Fowler Road – Fairview Avenue signalized intersection.	Y	This element of the Alternative was rejected as infeasible in the 1997 Project Study Report due to conflicts with the adjacent Santa Barbara Airport flight zone height restrictions.	N	N
C	Ekwill Street Extension Project Study Report, Approved 1997.	Signalized intersection at Ekwill Street and State Route 217 and bridge over SJ Creek Channel.	Y	This element of the Alternative was rejected as infeasible, since the signalized intersection was in violation of the 2000 California Transportation Commission directive.	N	N
		Ekwill Street – Between Kellogg Avenue and Pine Avenue. Ekwill Street generally bisects the open land.	N	NA	Y	Y
		Ekwill Street – Between Pine Ave and Fairview Ave. Ekwill Street angles towards the south and then straightens out and lies north of the Daley Street properties.	N	NA	Y	Y
D	Ekwill Street Extension Project Study Report, Approved 1997.	Signalized intersection at Ekwill Street and State Route 217 and bridge over SJ Creek Channel.	Y	This element of the Alternative was rejected as infeasible, since the signalized intersection was in violation of the 2000 California Transportation Commission directive.	N	N
		Ekwill Street – Between Kellogg Avenue and Pine Avenue. Ekwill Street generally bisects the open land.	N	NA	Y	Y

Table 1-5a. Original Alternatives Considered and Dismissed (Continued)

Alt	Reference	Description of Project Elements	Eliminated		Included	
			Y/N	If Yes – Basis for Elimination	In Project	In Fowler Road Ext Alt
		Ekwill Street – Between Pine Ave and Fairview Ave. Ekwill Street aligns towards the north and connects with Fairview Avenue approximately 400 feet north of Daley Street.	<u>Y</u>	This element of the Alternative was rejected as infeasible in the 1997 Project Study Report because the proposed Ekwill Street alignment would go through the University Mobile Home Park on Pine Avenue and would eliminate a minimum of ten mobile homes; property acquisition and relocation of these residents would have been financially prohibitive.	<u>N</u>	<u>N</u>
E	Ekwill Street Extension Project Study Report. Approved 1997.	Signalized intersection at Ekwill Street and State Route 217 and bridge over SJ Creek Channel.	<u>Y</u>	This element of the Alternative was rejected as infeasible, since the signalized intersection was in violation of the 2000 California Transportation Commission directive.	<u>N</u>	<u>N</u>
		Ekwill Street – Between Kellogg Avenue and Pine Avenue. Ekwill Street generally bisects the open land.	<u>N</u>	<u>NA</u>	<u>Y</u>	<u>Y</u>
		Ekwill Street – between Pine Avenue and Fairview Avenue, no direct connection between the end of Ekwill Street and Fairview Avenue. It was assumed that this connection would be accomplished through a separate development project.	<u>Y</u>	This alternative was rejected as infeasible in the 1997 Project Study Report because it was determined that the connection of Ekwill Street to Fairview Avenue is required to satisfy the circulation needs of the project and because there was no guarantee that this portion of that connection (between Fairview Avenue and Pine Avenue) would have been built as part of a separate development.	<u>N</u>	<u>N</u>
F	Ekwill Street Extension Project Study Report. Approved 1997.	Signalized intersection at Ekwill Street and State Route 217 and bridge over SJ Creek Channel.	<u>Y</u>	This element of the Alternative was rejected as infeasible, since the signalized intersection was in violation of the 2000 California Transportation Commission directive.	<u>N</u>	<u>N</u>
		Ekwill Street – Between Kellogg Avenue and Pine Avenue. Ekwill Street generally bisects the open land.	<u>N</u>	<u>NA</u>	<u>Y</u>	<u>Y</u>
		Ekwill Street – Between Pine Ave and Fairview Avenue. Ekwill Street angles towards the south and then straightens out and through the north side of Daley Street.	<u>Y</u>	This element of the Alternative was rejected as infeasible in the 1997 Project Study Report because the proposed alignment goes through the north side of Daley Street and it would have displaced up to nine businesses. Property acquisition and relocation of these businesses would have been financially prohibitive	<u>N</u>	<u>N</u>

Alts	Reference	Description	Basis for Alternative Rejection
A	1997 Fowler Rd. Project Study Report	Fowler Road from State Route 217 to Fairview Avenue with a roundabout at the Fowler/Fairview intersection. Signalized intersection at Fowler Road and State Route 217.	As a result of the proposed signalized intersection of Fowler Road and State Route 217, this alternative was rejected as infeasible, since it was in violation of the 2002 Transportation Commission directive. However, with the exception of the signalized intersection with State Route 217, the general proposed alignment of Fowler Road is included in the project.

Alts	Reference	Description	Basis for Alternative Rejection
B	1997 Fowler Rd. project study report	Fowler Road from State Route 217 to Fairview Avenue with a signalized intersection at the Fowler/Fairview intersection. Signalized intersection at Fowler Road and State Route 217.	This alternative was rejected in the 1997 project study report due to conflicts with airport flight zone height restrictions at the proposed signalized intersection of Fowler Road and Fairview Avenue.
C	1997 Ekwill St. Project Study Report	Ekwill Street southern alignment from State Route 217 to Fairview Avenue. Signalized intersection at the Ekwill Street/State Route 217 intersection.	As a result of the proposed signalized intersection of Ekwill Street and State Route 217, this alternative was rejected as infeasible, since it was in violation of the 2002 Transportation Commission directive. However, with the exception of the signalized intersection with State Route 217, the general proposed alignment of Ekwill Street is included in the project.
D	Ekwill St. Project Study Report 1997	Ekwill Street northern alignment from State Route 217 to Fairview Avenue. Signalized intersection at the Ekwill Street/State Route 217 intersection.	This alternative was rejected in the 1997 project study report because the proposed Ekwill Street alignment would go through the University Mobile Home Park on Pine Avenue and would eliminate a minimum of 10 (probably closer to 20) mobile homes.
E	1997 Ekwill St. Project Study Report	Ekwill Street southern alignment from State Route 217 to Pine Avenue with a signalized intersection at Ekwill Street and State Route 217; no direct connection between Ekwill Street and Fairview Avenue. Connection between Pine Avenue and Fairview Avenue accomplished through a separate development project (in the Airport Shopping Center).	This alternative was rejected because it was considered infeasible since it was in violation of the 2002 Transportation Commission directive. Additionally, there was no guarantee that the connection between Fairview Avenue and Pine Avenue (in the Airport Shopping Center) would ever be built.
F	1997 Ekwill St. Project Study Report	Ekwill Street southern alignment from State Route 217 to Fairview Avenue and with an uncertain connection to Fairview Avenue. Signalized intersection at the Ekwill Street/State Route 217 intersection.	This alternative was rejected in the 1997 project study report because the proposed alignment goes through the north side of Daley Street and it would have displaced up to nine businesses along the northern side of Daley Street.

Table 1-5b. Other Alternatives Considered and Dismissed

Alt	Reference	Description of Project Elements	Eliminated		Included	
			Y/N	If Yes – Basis for Elimination	In Project	In Fowler Road Ext Alt
G	This alternative was identified and studied during the 2001 Caltrans-	Roundabout at Ekwill Street and State Route 217.	Y	This element of the Alternative was rejected as infeasible because it includes a roundabout on State Route 217 and as a result, could not be fully supported by all stakeholders and is therefore in violation of the 2000 California Transportation Commission directive for a consensus project.	N	N

Table 1-5b. Other Alternatives Considered and Dismissed (Continued)

Alt	Reference	Description of Project Elements	Eliminated		Included	
			Y/N	If Yes – Basis for Elimination	In Project	In Fowler Road Ext Alt
A	sponsored Value Analysis workshop (VA Alt 1.1)	Hollister Avenue – Two Roundabouts at the Hollister Avenue Interchange with State Route 217.	N	NA	Y	Y
		Ekwill Street – Between Kellogg Avenue and Pine Avenue. Ekwill Street generally bisects the open land.	N	NA	Y	Y
		Ekwill Street – Between Pine Ave and Fairview Ave. Ekwill Street angles towards the south and then straightens out and lies north of the Daley Street properties.	N	NA	Y	Y
		Fowler Road – From Kellogg Ave along existing South Street.	N	NA	Y	Y
		Fowler Road – Straight alignment from end of South Street to Fairview Avenue.	N	NA	N	Y
		Fowler Road – Fairview Avenue roundabout.	N	NA	Y	Y
		H	This alternative was identified and studied during the 2001 Caltrans-sponsored Value Analysis workshop (VA Alt 1.2)	New diamond interchange at interchange at Ekwill Street and State Route 217.	Y	This alternative was rejected due to the excessive project cost resulting from the addition of the new diamond interchange. The total project cost reached \$73 million in 2003 dollars, an amount that far exceeds available funding.
Ekwill Street - Between Kellogg Avenue and Pine Avenue. Ekwill Street generally bisects the open land.	N			NA	Y	Y
Ekwill Street – Between Pine Ave and Fairview Ave. Ekwill Street angles towards the south and then straightens out and lies north of the Daley Street properties.	N			NA	Y	Y
Fowler Road – From Kellogg Avenue along existing South Street.	N			NA	Y	Y
Fowler Road – Straight alignment from end of South Street to Fairview Avenue.	N			NA	N	Y
Fowler Road – Fairview Avenue roundabout.	N			NA	Y	Y
I	This alternative was identified and studied during the 2001 Caltrans-sponsored Value Analysis			New Southbound State Route 217 on and off ramps to and from Ekwill Street.	Y	This alternative was rejected due to the excessive project cost resulting from the addition of the new southbound ramps from Ekwill Street to Route 217. The total project cost reached \$54 million in 2003 dollars, an amount that far exceeds available funding.
		Hollister Avenue – Two Roundabouts at the Hollister Avenue Interchange with State Route 217.	N	NA	Y	Y

Table 1-5b. Other Alternatives Considered and Dismissed (Continued)

Alt	Reference	Description of Project Elements	Eliminated		Included	
			Y/N	If Yes – Basis for Elimination	In Project	In Fowler Road Ext Alt
workshop (VA Alt 1.3)		Ekwill Street – Between Kellogg Avenue and Pine Avenue, Ekwill Street generally bisects the open land.	N	NA	Y	Y
		Ekwill Street – Between Pine Ave and Fairview Ave, Ekwill Street angles towards the south and then straightens out and lies north of the Daley Street properties.	N	NA	Y	Y
		Fowler Road – From Kellogg Ave along existing South Street.	N	NA	Y	Y
		Fowler Road – Straight alignment from end of South Street to Fairview Avenue.	N	NA	N	Y
		Fowler Road – Fairview Avenue roundabout.	N	NA	Y	Y
		2	This alternative was identified and studied by Goleta and Caltrans in 2003.	Hollister Avenue – Replacement of existing Route 217 Bridge over Hollister Avenue and widening of the Hollister Avenue State Route 217 Interchange.	Y	This alternative was rejected because the cost of replacing the Route 217 overcrossing bridge and widening Hollister Avenue is prohibitive, resulting in a total project cost of \$35 million. Additionally, construction would have impacted cultural and agricultural resources that will not occur with the project.
Ekwill Street – Between Kellogg Avenue and Pine Avenue, Ekwill Street generally bisects the open land.	N			NA	Y	Y
Ekwill Street – Between Pine Ave and Fairview Ave, Ekwill Street angles towards the south and then straightens out and lies north of the Daley Street properties.	N			NA	Y	Y
Fowler Road – From Kellogg Ave along existing South Street.	N			NA	Y	Y
Fowler Road – Straight alignment from end of South Street to Fairview Avenue.	N			NA	N	Y
Fowler Road – Fairview Avenue roundabout.	N			NA	Y	Y

Alts	Reference	Description	Basis for Alternative Rejection
G	2001 Caltrans VA (Alt 1.1)	Fowler Road from Kellogg Avenue to Fairview Avenue with a roundabout at the Fowler/Fairview intersection. Ekwill Street southern alignment from State Route 217 to Fairview Avenue with a roundabout at the Ekwill Street/State Route 217 intersection. Two roundabouts at the Hollister	This alternative was rejected as infeasible because it includes roundabouts on State Route 217 and, as a result, cannot be fully supportable by all stakeholders and is therefore in violation of the 2002 Transportation Commission directive for a consensus project.

Chapter 1 • Project and Alternatives

Alts	Reference	Description	Basis for Alternative Rejection
		Avenue/State Route 217 interchange.	
H	2001 Caltrans VA (Alt 1.2)	Fowler Road from Kellogg Avenue to Fairview Avenue with a roundabout at the Fowler/Fairview intersection. Ekwill Street southern alignment from State Route 217 to Fairview Avenue. Full diamond interchange at State Route 217 and Ekwill Street.	This alternative was rejected due to excessive project costs (\$73 million in 2003 dollars) that far exceed available funding.
I	2001 Caltrans VA (Alt 1.3)	Fowler Road from Kellogg Avenue to Fairview Avenue with a roundabout at the Fowler/Fairview intersection. Ekwill Street southern alignment from State Route 217 to Fairview Avenue. Southbound on/off-ramps at State Route 217/Ekwill Street intersection. Two roundabouts at Hollister Avenue/State Route 217 interchange.	This alternative was rejected due to excessive project costs (\$54 million in 2003 dollars) that far exceed available funding. However, the proposed roundabouts at the interchange of State Route 217 and Hollister Avenue have been included in the project.
2	2003 Project Design Team Decision	Fowler Road from Kellogg Avenue to Fairview Avenue with a roundabout at the Fowler/Fairview intersection. Ekwill Street southern alignment from Kellogg Avenue to Fairview Avenue. Improvements to Kellogg Avenue/Hollister Avenue intersection. Replacement of existing State Route 217 structure over Hollister Avenue. Widening of Hollister Avenue under State Route 217.	This alternative is essentially the same as the project except instead of roundabouts at the Hollister Avenue/State Route 217 interchange, Hollister Avenue would be widened to provide more capacity. To do this, the existing State Route 217 overcrossing structure over Hollister Avenue would need to be replaced. The cost of just replacing this overcrossing bridge is estimated at over \$6 million. Additional costs would also be incurred to widen Hollister Avenue and to acquire necessary right-of-way. As a result, this alternative was rejected due to significant project costs and significant right-of-way impacts that far exceed available funding.

~~the other was for the Fowler Road Extension Project. All of the alignments described represent alignments of Ekwill Street and Fowler Road extensions between State Route 217 and Fairview Avenue. However, the original alignments of Ekwill Street and Fowler Road included signalized intersections with State Route 217, which in turn would have required the State of California to relinquish State Route 217 to the County. The impact of these designs on the function and safety of State Route 217 as the main access to the University of California Santa Barbara raised concerns at the University. The issue was taken before the California Transportation Commission (Transportation Commission) in 2000 and the Transportation Commission clearly directed staff to reach a consensus solution for all stakeholders or else the projects would not be approved. As a result, all original alignments were then considered infeasible for not being capable of the Transportation Commission's directive for a consensus project because they included signalized intersections with State Route 217, which could not be supported by all stakeholders.~~

Table 1-5a summarizes all ~~original alignments as the original~~ of the alternatives to identified in the original 1997 project study reports. Portions of ~~these~~ original alternatives are considered viable and have been included in the project. Other portions of the original alternatives were considered non-viable ~~because of significant right-of-way impacts~~. Table 1-5a explains which portion of which alternative was considered non-viable and why. Table 1-5a summarizes alternatives that were identified subsequent to the 1997 project study reports and dismissed due to excessive cost. Section 1.1.1 discusses the project history.

~~An effort ensued to develop a project that would meet the project objectives and comply with the directive of the Transportation Commission and, at the same time, remain feasible from a cost standpoint. In addition to the original alternatives developed in the 1997 project study reports, in 2001 a collaborative effort led by Caltrans, which included all stakeholders, developed three alternatives.~~

~~The three 2001 alternatives that were considered included both full and partial new interchanges with State Route 217. While viable and consistent with the project objectives, the three 2001 alternatives were rejected as infeasible because of the associated excessive costs. As a result none of the 2001 alternatives in their entirety are carried forward for further consideration in this document. Table 1-5b summarizes the three 2001 alternatives as other alternatives to the project. Portions of the 2001 alternatives are considered viable and have been included in the project. Table 1-5b explains which portion of which alternative was considered non-viable and why.~~

~~In 2002, Goleta was incorporated and became the sponsoring agency for the Ekwill Street and Fowler Road projects. In 2003, Goleta initiated a community outreach effort to hear community stakeholders' thoughts on the various project alternatives that had been developed. After careful evaluation, the Project Design Team developed a scope of work for the combined Ekwill Street and Fowler Road Extensions Project. The project, which was found to meet the project objectives, maintained the alignments of Ekwill Street and Fowler Road, eliminated any intersections with State Route 217, added capacity improvements at the Hollister Avenue/State Route 217 interchange, and did not entail excessive cost. In 2004, the Transportation Commission approved the newly scoped project, which is the project analyzed in this document.~~

~~In 2003, an additional variation to the project was also considered, but dismissed as infeasible by the Project Design Team, again due to the associated excessive costs. Table 1-5b summarizes the 2003 alternative as another alternative to the project and explains which portion of the alternative was considered non-viable and why.~~

1.4 Permits and Approvals Needed

The project components would traverse several distinct local jurisdictions and would require permits, notices, and approvals from Goleta and other state and local agencies, as shown in Table 1-6 and Table 1-7 below, pursuant to CEQA Guidelines Section 15124(d) and illustrated on Figure 1-5.

Table 1-6. Project Jurisdictions

Project Component	City of Goleta	Coastal Commission	City of Santa Barbara	Caltrans
Fowler Road Extension	X	X	X	
Ekwill Street	X	X		
Hollister Avenue/State Route 217	X			X
Kellogg Avenue	X			
Portion of Old San Jose Creek Trail	X			

Portions of the project are within the coastal zone. Because Goleta does not have a Local Coastal Plan certified by the California Coastal Commission (Coastal Commission), the Coastal Commission has jurisdiction over those portions of the project within the coastal zone requiring a coastal development permit. Santa Barbara also has partial jurisdiction as a responsible agency over the project because a portion of the Fowler Road extension would cross vacant Santa Barbara Airport property, which will require the issuance of a coastal development permit by Santa Barbara. The Hollister Avenue / State Route 217 on-and off-ramps are within the Caltrans right-of-way and will be reconstructed. Upon completion, Caltrans will assume responsibility for these improvements.

Several agencies would have permitting authority over various components of the Ekwill/Fowler Project. Table 1-7 outlines the permits, notices, and approvals that would likely be required for construction.

Table 1-7. Required Permits, Notices, and Approvals

Agency/Authority	Permit/Approval to be Issued	Status of Permit/ Approval Application
City of Goleta	Development Plan, GC 65402 finding, and Land Use Permit	Pending approval of Final EIR
City of Santa Barbara	Coastal Development Permit	2012
City of Santa Barbara	Encroachment Permit	Pending approval of design
Coastal Commission	Coastal Development Permit	2012
California Department of Fish and Game	Section 1600 Streambed Alteration Agreement	Not yet initiated
Regional Water Quality Control Board	Section 401 water quality certification	Not yet initiated
US Army Corps of Engineers	Section 404 Permit	Not yet initiated
California Department of Transportation (Caltrans)	Roadway Encroachment Permit	Pending right-of-way acquisition
Santa Barbara County Air Pollution Control District	Permit or exemption for construction emissions and fugitive dust releases	Pending construction start
California Office of Historic Preservation	Section 106 Consultation	Complete
U.S. Fish and Wildlife Service	Incidental take permit via Section 7 ESA Consultation	Pending determination of the need for protocol surveys for presence of least Bell's vireo
Federal Aviation Administration	Federal Aviation Administration forms 7460-1, Notice of Proposed Construction or Alteration; and 117-1, Notice of Progress of Construction or Alteration	In process; 30 days prior to application of a construction permit the Federal Aviation Administration would be noticed
State Water Resources Control Board	Construction General Permit Order 2009-0009 DWQ	Prior to construction

EIR = Environmental Impact Report.

Chapter 2. Existing Setting, Impacts, and Mitigation Measures

This chapter explains the impacts that the project would have on the human, physical, and biological environments in the project area. This chapter is prepared pursuant to The California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000, *et seq.*, and the State CEQA Guidelines (CEQA Guidelines), Title 14 of the California Code of Regulations, Division 6, Chapter 3, Sections 15000, *et seq.* (collectively CEQA unless otherwise stated). It describes the existing environment that could be affected by the project, potential impacts from the project and the No-Project Alternative, and proposed mitigation measures.

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document:

- Forest land, timberland, and areas zoned Timberland Production – The project is in the City of Goleta (Goleta), an urban area without these resources.
- Paleontology – The project site and most of the Goleta Valley is underlain by Recent Age Alluvium that lacks fossil assemblages (Goleta General Plan/Coastal Land Use Plan [General Plan]).
- Minerals – The only mineral resource in Goleta is the historic Ellwood Oil Field located more than 3 miles west of the project (Goleta General Plan).
- Vibration – The project is included in the Goleta General Plan and technical studies for the project, as well as expected construction methods the associated Environmental Impact Report did not identify any vibration impacts. High vibration-inducing construction processes are not anticipated for the project. The project is not expected to be in such close proximity to residential or vibration-sensitive buildings to produce operational vibration impacts and it does not involve steel-wheeled vehicles and the roadway surfaces would be smooth (2006 Transit Noise and Vibration Impact Assessment). Also, the road extensions would not carry large volumes of heavy truck traffic.

2.1 Human Environment

2.1.1 Land Use

Regulatory Setting

State

California Government Code Section 65300 requires that each city and county adopt a general plan to govern the future development of a community. The general plan is designed as a “vision” for future development and establishes a set of policies that meet the community’s goals for development. As required by state law, a general plan must contain at least seven elements, which include land use, circulation, housing, conservation, open space, noise, and safety.

Regional, County, City

In accordance with state law described above, Goleta has adopted a general plan to establish specific Guiding Principles and Goals, along with policies designed to achieve those goals. In meeting the state requirements for the seven elements, Goleta’s General Plan contains Land Use, Open Space, Conservation, Safety, Visual and Historic Resources, Transportation, Public Facilities, Noise, and Housing elements. Upon incorporation, Goleta inherited the Zoning Ordinance (Chapter 35 of the Goleta Municipal Code) from the County of Santa Barbara (County), which provides more specific criteria for making land use decisions.

2.1.1.1 Existing and Future Land Use

Existing Land Use

The project area is under the jurisdictions of the Goleta, City of Santa Barbara (Santa Barbara), and the California Coastal Commission (Coastal Commission), and adjacent to the County (see Figure 1-5). The project area is defined by the following existing uses: Santa Barbara Airport (airport) to the west, U.S. Route 101 to the north, agricultural land to the east, and light industrial uses and the University of California, Santa Barbara to the south. Goleta Slough, an area of estuary, tidal creeks, tidal marsh, and wetlands, is about 0.6 mile south of the project area. This section describes existing land uses, discusses applicable land use policies and regulations, and evaluates potential impacts of the project on land use. The area’s General Plan land use designations include commercial, visitor serving, business park, service industrial, and limited residential (see figures 2-1 and 2-2).

Goleta is located on the south coast of Santa Barbara County in southern California, about 100 miles northwest of Los Angeles and 270 miles south of San Francisco. Goleta is situated along U.S. Route 101 and lies within a narrow coastal plain between the Santa Ynez Mountains and the Pacific Ocean. A portion of Goleta, including its two-mile Pacific shoreline, is within the California coastal zone. As of January 1, 2006, the incorporated Goleta city limits included 5,075 acres (approximately 7.9 square miles), with a population of 27,373.

Zoning provisions in Goleta are split in reference to the coastal zone boundary line. Parcels located outside of the coastal zone boundary must comply with Goleta's Inland Zoning Ordinance (Article III, Chapter 35 of the Goleta Municipal Code), while parcels within the coastal zone are regulated by the Coastal Zoning Ordinance (Article II, Chapter 35 of the Goleta Municipal Code).

The existing land use and development pattern in Goleta results from transformation of ranches and agricultural lands into a suburban community over the past 75 years. The community continues to derive character from the remaining agricultural and rural lands that are intermixed with land uses that include commercial, professional office, residential, open space, and industrial.

The project is in Goleta's historic center known as Old Town (see Figure 1-2, which shows the sub-areas of Goleta, including Old Town). Old Town contains 1,006 parcels within 595 acres. Old Town includes a broad mix of land uses and a wide variety of commercial establishments ranging from professional offices to light and general industrial uses. Old Town also includes roughly 1,900 residential units, including single-family homes, apartment buildings, and mobile home parks. The 2000 census showed that only about 27 percent of the residences in Old Town were owner-occupied, compared to a city-wide rate of 69 percent. Old Town's estimated population of 5,000 people is concentrated primarily in residential neighborhoods north of Hollister Avenue. There are also some scattered residential pockets, a mobile home park, and isolated, potentially nonconforming, residential units south of Hollister Avenue. The airport is in Santa Barbara, to the west of Old Town. Old Town is also a redevelopment project area, initially defined by the County of Santa Barbara and continued by Goleta following its 2002 incorporation.

Hollister Avenue runs through the center of Old Town, which is bounded by State Route 217 and Fairview Avenue to the east and west respectively. The Goleta Valley Community Center (the community center) is located on the southern side of Hollister Avenue north of the proposed Ekwill Street alignment (see Figure 2-1).

Fowler Road Extension

The proposed Fowler Road extension is entirely within the coastal zone, with the eastern portion within the city limits of Goleta, and a small portion of the western end, adjacent to Fairview Avenue, within the city limits of Santa Barbara. The jurisdictional boundaries crossed by the proposed Fowler Road extension are illustrated on Figure 1-5.

The proposed Fowler Road alignment follows an east-west orientation and is surrounded by land designated Service/Industrial (see Figure 2-1). The eastern end originates at the southern terminus of Kellogg Avenue at South Street. Existing uses on South Street include several automotive body shops, machine shops, a movie drive-in theater, and one residence adjacent to an auto towing office. The extension continues west, crosses Old San Jose Creek, and terminates at Fairview Avenue adjacent to the airport. The airport property is zoned Airport Approach and Operations. South of the proposed Fowler Road extension there are several non-conforming residential and industrial uses.

The 1993 Santa Barbara County Airport Land Use Plan addresses compatible uses of land in the vicinity of the airport. The Airport Land Use Plan establishes planning boundaries to ensure public safety and appropriate management of aircraft noise impacts and height restrictions (Section 2.2.6, Noise). The Fowler Road extension and roundabout are located in the airport's clear zone (see Figure 2-4). The clear zone is the area constituting the innermost portions of the runway approach, in this case for airport runway 7/25, the longest runway and the one most commonly used for commercial aviation. Runway 7/25 runs east-west, and its eastern clear zone is near the proposed Fowler Road roundabout. The Federal Aviation Administration (Regulation 77.25 (c)) determines specific lengths and widths of clear zones, and other restrictions; for example, concentrations of people or particular fire hazards are generally not allowed in the clear zone.

Ekwill Street Extension

The proposed Ekwill Street extension is located entirely within the city limits of Goleta, with a small western portion of the improvement adjacent to Pine Avenue located in the coastal zone (See Figure 2-1). Ekwill begins at Kellogg Avenue on the east, and aligns along the northern side of an agricultural field. While currently in agricultural use, Goleta has designated this land use as Visitor Serving (recreational and commercial uses designed to serve visitors such as parks, hotels, and conference centers). The extension continues west adjacent to the north side of an existing commercial building and south of a mobile home park to intersect with existing Pine Avenue. The extension bends south of the Old San Jose Creek.

The proposed Ekwill Street extension continues in a southwesterly direction along an unoccupied lot designated General Industrial. The extension then crosses Old San Jose Creek and continues west between the southern driveway/entrance of a business park and north of the back fence lines of a mix of businesses and residences fronting on Daley Street. The parcels between the extension and Daley Street are designated General Industrial; the residences located in this area are nonconforming uses. At the most western end of the proposed Ekwill Street extension, the street would intersect with Fairview Avenue.

Hollister Avenue Improvements at State Route 217

The proposed Hollister Avenue improvements are located at the eastern end of Old Town at the Hollister Avenue intersection with State Route 217 (Figure 1-14). Hollister Avenue is a four-lane road, with two lanes each direction and intermittent painted and landscaped medians.

The proposed eastern roundabout and roadway improvements are located within the city limits of Goleta and adjacent to County lands designated Agriculture. This roundabout is bordered to the north by the Pacifica Suites Hotel (Sexton House), which is designated Visitor Serving. East and north of Hollister Avenue are properties designated Residential with existing uses including residential and a church and associated private school. No County land use-related permits would be required, although ministerial (non-discretionary) encroachment permits are necessary for construction. The western Hollister Avenue roundabout is bordered on the north by Dearborn Place, a high-density residential area

consisting of condominiums, apartments, and scattered single-family homes (see Figure 1-14). The project requires acquisition of a small portion of land currently designated Open Space/Active Recreation. This parcel is privately owned so no Section 4(f) evaluation is necessary. The western roundabout would require acquisition of one single-family home by Goleta.

Areas to the north and south of the proposed western roundabout are designated Residential and Commercial, respectively; see Figure 2-1.

Kellogg Avenue Improvements at Hollister Avenue

The Kellogg Avenue modifications are limited to street striping, including relocation of on-street parking, creation of new bikeways, and a new northbound right turn lane. Kellogg Avenue is designated Commercial to the west, and Commercial and Business Park to the east (see Figure 2-1). Existing uses along Kellogg Avenue are dominated by large car lots and smaller retail establishments.

Staging Areas

The project includes seven potential staging areas as illustrated on Figure 1-5. The existing setting of each staging area is as follows:

- Staging Area 1 is a paved parking lot designated Business Park, surrounded by the Santa Barbara Airport and General Industrial uses.
- Staging Area 2 is a parcel designated General Industrial.
- Staging Area 3 is a field designated General Industrial located near the southwest corner of Ekwill Street and Pine Avenue; it lies south and east of Old San Jose Creek, west of Light Industrial uses, and north of other previously disturbed fields.
- Staging Area 4 is located within the city limits of Santa Barbara, east of the airport's runway 7/25 within the airport clear zone.
- Staging Area 5 is a field designated Service/Industrial. Similar to Staging Area 4, it also lies east of the airport's runway 7/25 within the airport clear zone.
- Staging Area 6 is a paved lot designated Service Industrial. This staging area is also within the airport clear zone.
- Staging Area 7 is located within the State Route 217 right-of-way.

Future Land Use

Goleta's General Plan, adopted by Goleta in 2006 and amended in 2009, establishes the ground rules for future land use trends, growth, and development within Goleta's boundary. The General Plan would allow for the development of 3,880 new residential units that could accommodate about 7,421 new residents in Goleta, a 24 percent increase that would bring Goleta's population to 38,100. The General Plan also allows for the development of 2,081,000 square feet of commercial and industrial land uses, which could result in the addition of 3,400 to 3,900 jobs. The General Plan intentionally would lead to more intensive use of underutilized areas to stimulate significant economic growth. The project was included in the General Plan and is designed in part to help accommodate traffic associated with infill development within southern Old Town. Land use designations adopted with the Goleta

General Plan indicate future land use trends in southern Old Town would see increased development associated with Visitor Serving, Business Park, Service Industrial, and General Industrial land uses.

Future land uses proposed in the immediate vicinity of the project include industrial and commercial. Of the major developments in Goleta, Santa Barbara, and the County depicted in Table 2-1 and shown on Figure 2-3, the closest developments to the project area include three recently completed projects, including the Fairview Corporate Center mixed use office and retail complex along Fairview Avenue north of the proposed Ekwil Street extension, a new industrial building for ATK Space Systems, also located near the proposed Ekwil Street extension, and expansion of the Stokes Industrial Building near the proposed Fowler Road extension. Other planned projects adjacent to the project include a Meyer-Thriftly rental car agency and a concrete recycling facility. West of Fairview Avenue, Santa Barbara recently completed a major expansion of the airport terminal. Other projects within one-half mile of the project include a new church; a new Housing Authority assisted living and community center; additional retail and office space at the Fairview Commercial Center; replacement and expansion of several medical offices, including one at the Goleta Valley Cottage Hospital; construction of additional office, warehouse, and truck washing area for Jordano's food service business; and a large self-storage project.

Additionally, as a part of the airport terminal expansion mentioned above, a tidal basin circulation project is also underway approximately 0.75 mile west of the project area.

Although planned and recently approved developments adjacent to and in the vicinity of the projects are primarily commercial and industrial, over 500 apartments in Goleta are planned or approved. The Sumida Gardens apartment complex is a recently completed 200-unit complex located just east of the project along Hollister Avenue. The other two planned or approved apartment complexes include the Willow Springs II and the Village at Los Carneros II projects, both of which are located approximately one mile north of the project. Finally, although its ultimate build-out is uncertain, by 2025 the University of California at Santa Barbara's long-range development plan envisions a massive project that includes the construction of approximately 3,300 residential units and 1.75 million square feet of academic and support facilities one to two miles southwest of the project. The project would alleviate some of the potential traffic impacts generated by these and other developments and improve circulation and access to, from, and within Goleta.

Thresholds of Significance

Goleta does not have thresholds for land use, but its Thresholds Manual instead contains quality of life guidelines which address topics such as noise, privacy, traffic, and neighborhood compatibility that affect communities and their well-being. These issues are addressed in the respective impact assessment sections of this [Draft/Final](#) EIR.

Table 2-1. Future Land Uses in the Vicinity

Name	Jurisdiction	Location	Distance from Project	Proposed Uses	Status
Industrial Projects					
Concrete Recycling Facility	City of Goleta	903 South Kellogg Avenue	Adjacent	18,400 sq. ft. operations and 30,500 sq. ft. storage (industrial)	Pending
Stokes Industrial Building	City of Goleta	East side of technology Drive near Placentia	Adjacent	5,000 sq. ft. industrial	Occupied
Commercial Projects					
Meyer-Thrifty	City of Goleta	5971 Placentia Street	Adjacent	1,682 sq. ft. retail rental car agency	Pending
Fairview Corporate Center	City of Goleta	420 South Fairview Avenue	Adjacent	73,203 sq. ft. mixed use office and retail	Occupied
Towbes/ATK	City of Goleta	600 Pine Avenue	Adjacent	23,276 sq. ft. office building	Occupied
Santa Barbara Airport Terminal	City of Santa Barbara	500 Fowler Road	Adjacent	96,000 sq. ft. terminal	Occupied
St. Athanasius Church	County of Santa Barbara	5441 Hollister Avenue	1/4 mile	26,921 sq. ft. church	Approved
Fairview Commercial Center	City of Goleta	151 S. Fairview Avenue	1/3 mile	9,250 sq. ft. retail and 6,110 sq. ft. of office (Mixed Use)	Approved
Schwan Self Storage	City of Goleta	10 S. Kellogg Avenue	1/3 mile	111,730 sq. ft. self-storage facility	Pending
Jordano's Master Plan	City of Goleta	5305 and 5324 Ekwill and 550 South Patterson	½ mile	Existing facility plus 52,080 sq. ft. new warehouse, 4,640 sq. ft. office and 1,600 sq. ft. truck washing area	Pending
Marriott Residence Inn	City of Goleta	6300 Hollister Avenue	1 mile	94,876 sq. ft. hotel (133 rooms)	Pending
Institutional Projects					
Medical Office Building Reconstruction	City of Goleta	5333 Hollister Avenue	¼ mile	Demolition of 41,224 sq. ft. existing office building to be replaced by 52,000 sq. ft. of office building for a total net new sq. ft. of 10,776	Approved
Goleta Valley Cottage Hospital	City of Goleta	351 South Patterson	1/3 mile	Replacement of existing 93,090 sq. ft. facility with 152,658 sq. ft. facility	Under Construction

Table 2-1. Future Land Uses in the Vicinity (Continued)

Name	Jurisdiction	Location	Distance from Project	Proposed Uses	Status
Residential Projects					
Housing Authority Braddock House	City of Goleta	5575 Armitos Avenue	¼ mile	One assisted living unit (4 rooms 2,755 sq. ft.) and Miller Community Center 1,536 sq. ft.	Under Construction
Sumida Gardens	City of Goleta	5501 Overpass Road	¼ mile	200 residential units	Occupied
Willow Springs II	City of Goleta	Camino Vista at Los Carneros Road	1 mile	100 residential units	Pending
University of California Santa Barbara, Long Range Development Plan	University of California, Santa Barbara	University of California, Santa Barbara Campus (Various Locations)	1 mile	A total of 4,339 units, removing 1,036 existing units for an addition of 3,303 units. Academic and Support facilities needed based on the plan total 1,775,000 sq. ft.	Pending
Village at Los Carneros	City of Goleta	Adjacent to 71 South Los Carneros Road	1 ¼ miles	428 units	Pending
Village at Los Carneros	City of Goleta	South Los Carneros Road (Cortona/ Castillian Drives)	1 ¼ miles	275 units	Approved (being replaced by the 428 unit design noted above)
Infrastructure Projects					
Storm Drain and Pipeline Project	City of Santa Barbara	400 South Fairview Avenue	Adjacent	Linear pipeline project along South Fairview Avenue	Approved
Sewer Line Replacement	City of Santa Barbara	Entire length of South Fairview between Hollister Avenue and Fowler Road	Adjacent	Linear pipeline project along South Fairview Avenue	Approved
San Jose Creek Capacity Improvement Project	City of Goleta	San Jose Creek	Adjacent	Improve creek capacity	Approved

Table 2-1. Future Land Uses in the Vicinity (Continued)

Name	Jurisdiction	Location	Distance from Project	Proposed Uses	Status
Basin E/F Tidal Circulation Project	City of Santa Barbara	Goleta Slough	0.75 mile	7 acre habitat restoration	PendingConstruction
Los Carneros Overhead Bridge Replacement	City of Goleta	Los Carneros Overhead at Union Pacific Rail Road	1 mile	Replacement of existing overhead bridge	Pending
Goleta Slough Flood Maintenance Project	County of Santa Barbara	Goleta Slough	1 mile	Routine maintenance events and ongoing permitting in Goleta Slough and the following tributaries: Tecolotito and Los Carneros Creek Basins as well as Atascadero, San Jose, and San Pedro Creeks	Pending

Sources: City of Goleta Planning and Environmental Services Cumulative Development Projects List dated February 2011. City of Santa Barbara Cumulative Projects provided by Andrew Bermond, Assistant Planner City of Santa Barbara Airport, July 30 2009. County of Santa Barbara Cumulative Project List 2010 and University of California, Santa Barbara Draft Long Range Development Plan dated March 2008. Not all projects are illustrated on Figure 2-3.

The CEQA Guidelines, Appendix G, contains the following thresholds. The project would be expected to result in a significant impact if it would:

- 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 the purpose of avoiding or mitigating an environmental effect
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan

Project-specific Impacts

- a) The proposed road extensions cross through vacant or underdeveloped parcels and will not divide an established community.
- b) The project is potentially consistent with plans, policies and regulations. The consistency analysis is detailed in Appendix F and summarized below in Section 2.1.1.2, Consistency with State, Regional, and Local Plans and Section 2.1.1.3, Coastal Zone. The project is consistent with existing and planned future land uses and does not propose any zoning changes. It would require a roadway easement from Santa Barbara along a portion of the Fowler Road extension, and permanent right-of-way purchases from private landowners for development of the proposed Ekwil Street extension.

The western-most Hollister Avenue roundabout would result in a small loss of private land designated Open Space/Recreation, and one residence would be displaced. These changes are less than significant.

The portions of Fowler Road located on airport property would be required to comply with all Federal Aviation Administration regulations, ensuring that there would be no adverse land use impacts to airport operations.

c) The project would not conflict with any applicable habitat conservation plan or natural community conservation plan. See Appendix F and Section 2.1.1.2 Consistency with State, Regional, and Local Plans.

[Impacts of the Fowler Road Extension Alternative](#)

[Impacts of this alternative are the same as those of the project.](#)

Impacts of the No-Project Alternative

The No-Project Alternative maintains Old Town's existing conditions. No land use designations would change under this alternative. However, this alternative is inconsistent with goals of the General Plan, the Revitalization Plan, and regional transportation plans.

Mitigation Measures

No mitigation measures would be required. Land use impacts associated with the project are consistent with the General Plan and the Revitalization Plan. Mitigation measures are not necessary.

Residual Impacts

No residual impacts related to land use would occur.

2.1.1.2 Consistency with State, Regional, and Local Plans

Existing Setting

State

California Coastal Act (Public Resources Code Section 30000 et seq.)

Portions of the project are located in the coastal zone within the cities of Santa Barbara and Goleta (see Section 2.1.1.3). As noted above, the Coastal Commission has permit jurisdiction [for the City of Goleta portions of the project within the coastal zone](#) and will make its own consistency determination with the Coastal Act. Please see Appendix F for an assessment of consistency.

Regional, County, City

County of Santa Barbara, Regional Transportation Plan

The 2008 Regional Transportation Plan outlines the region's goals and policies for meeting current and future transportation needs and provides a foundation for making transportation

decisions. The project is included in, and therefore consistent with, the Regional Transportation Plan.

County of Santa Barbara, Regional Transportation Improvement Program

The 2006 Regional Transportation Improvement Program includes implementation projects identified to meet regional goals and policies. The Regional Transportation Improvement Program was found to conform to the Federal Transportation Improvement Program and National Ambient Air Quality Standards by the Federal Highway Administration and Federal Transit Authority on February 16, 2005. The project is included in, and therefore consistent with, the Regional Transportation Improvement Program.

Goleta Capital Improvement Program

The Capital Improvement Program allows Goleta to identify the needs of the community and to prepare a long-term funding strategy to meet those needs. It includes any project that involves needed repairs or improvements to our existing infrastructure such as streets, parks, city facilities, etc. and the acquisition or construction of new infrastructure. It is based on a review of the Goleta General Plan transportation element and various general plan policies. It is intended to address infrastructure needs associated with both existing and future development identified in the General Plan.

The Goleta Transportation Improvement Program is the transportation improvement portion of the Capital Improvement Program. The Ekwil-Fowler project is included in the Goleta Capital Improvement Program.

County of Santa Barbara, Goleta Old Town Revitalization Plan

The 1998 Goleta Old Town Revitalization Plan (Revitalization Plan) includes planned improvements to enhance facilities for pedestrian and other non-motorized modes of transportation. The Revitalization Plan contains the following goal: “To improve roadway circulation, parking, public transit, and bicycle and pedestrian access, to and within, Old Town [project area].” The Revitalization Plan includes similar public infrastructure improvement projects, providing east-west connections between Fairview and Kellogg avenues to correct circulation deficiencies and attract investments to southern Old Town. The Revitalization Plan was inherited by Goleta upon incorporation. Because the project is consistent with these improvements identified in the Revitalization Plan, it is considered consistent with the Revitalization Plan.

County of Santa Barbara, Airport Land Use Plan

The 1993 Airport Land Use Plan addresses compatible land uses in the vicinity of the airport and establishes planning boundaries around the airport to maintain air traffic access, public safety and appropriate management of aircraft noise impacts. Portions of the project are located within the Santa Barbara Airport’s Clear Zone, a three-dimensional area with safety and land use restrictions (see Figure 2-4) as per Federal Aviation Regulation 77.25 (c). Such restrictions include limitations in building height, increased soundproofing standards, and safety standards. Goleta is required to coordinate with the Airport Land Use Commission and the Federal Aviation Administration to ensure consistency with all aviation-related regulations and plans.

Santa Barbara County Federal Transportation Improvement Program

This program identifies the use of anticipated federal transportation funds to maintain, operate, and improve the region's multi-modal circulation system. It lists all federally funded highway, transit, and other surface transportation projects in the County (along with their funding sources) that are scheduled for implementation over a three-year period.

Goleta General Plan/Coastal Land Use Plan

The General Plan identifies a number of goals, policies, and actions under the Land Use, Open Space, Conservation, Safety, Visual and Historic Resources, Transportation, Public Facilities, and Noise Elements. Refer to Section 2.1.1.3 for coastal policies. The project is included in the General Plan Transportation Element and is therefore consistent. See Appendix F for a detailed policy consistency analysis with Goleta's General Plan.

Draft Goleta Slough Ecosystem Management Plan

The 1997 Draft Goleta Slough Ecosystem Management Plan (Management Plan) includes policies for development within the Goleta Slough watershed. The Goleta Slough watershed covers about 45 square miles and includes three creeks within the project area: San Pedro, Old San Jose Creek, and San Jose Creek. The Management Plan provides guidance for agency coordination of the Goleta Slough ecosystem botanical and wildlife resources. Although never finalized, the draft is used by local agencies for planning purposes. The project limits impacts to the extent feasible, and is consistent. See Appendix F for detailed consistency analysis.

Thresholds of Significance

As noted above in Section 2.1.1.1, Land Use, the project would be expected to result in a significant impact if it would:

- a) 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 the purpose of avoiding or mitigating an environmental effect
- b) Conflict with any applicable habitat conservation plan or natural community conservation plan

Project-specific Impacts

a, b) The project is included in and thus consistent with the following regional and local planning documents: the Revitalization Plan, Goleta Transportation Improvement Plan, County Regional Transportation Plan, County Regional Transportation Improvement Program, the County Federal Transportation Improvement Program, and Goleta General Plan.

Portions of the project are located within the Santa Barbara Airport's Clear Zone, which includes safety and land use restrictions underneath the flight path. Such restrictions include height restrictions, increased soundproofing standards, and safety standards. As required by the Airport Land Use Plan, all proposed development within the plan area would be reviewed

by the Airport Land Use Commission (Airport Commission) to assure consistency. Therefore, implementation of the project would not affect air traffic and would be consistent.

The project's modifications of Old San Jose Creek for the Fowler Road crossing and San Jose Creek at Hollister Avenue are consistent with Goleta Slough Management Plan policies, because they limit impacts to the Goleta Slough ecosystem to the extent feasible.

Other than minor changes associated with right-of-way acquisition, land use designations and land use patterns in the project area are not expected to change from those adopted in the General Plan and other relevant planning documents. Therefore, no project impact would result.

[Impacts of the Fowler Road Extension Alternative](#)

[Impacts of this alternative are the same as those of the project.](#)

Impacts of the No-Project Alternative

The No-Project Alternative would be inconsistent with any plans and programs that include the project. Therefore, the No-Project Alternative is potentially inconsistent with Goleta's General Plan Transportation Element, Revitalization Plan, Goleta Capital Improvement Program, County Regional Transportation Plan, County Regional Transportation Improvement Program, and the County Federal Transportation Improvement Program.

Mitigation Measures

No mitigation measures are required. The project would be compatible with applicable land use plans and programs.

Residual Impacts

No residual impacts would occur.

2.1.1.3 Coastal Zone

Regulatory Setting

Federal

The ~~project is proposed~~ [Fowler Road and western portion of the proposed Ekwill Street extension are](#) in the coastal zone. The Coastal Zone Management Act of 1972 is the primary federal law enacted to preserve and protect coastal resources. The Coastal Zone Management Act sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

State

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the Coastal Zone Management Act; they

include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal Coastal Zone Management Act delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal programs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals. A federal consistency determination may be needed as well.

Regional, County, City

City of Goleta, General Plan

In 2006, Goleta adopted its General Plan, which establishes its land use and coastal protection policies, and adopted amendments to the General Plan in 2008 and 2009. Goleta's General Plan is consistent with the California Coastal Act, providing land uses, supporting policies, and a coastal zoning ordinance for the City of Goleta. As of [the](#) writing of this [DraftFinal](#) EIR, Goleta has not submitted a Local Coastal Plan to the Coastal Commission for certification; therefore the Coastal Commission policies also guide land use decision-making in Goleta [and the Commission retains permit jurisdiction for projects located in the coastal zone areas of Goleta](#). Consistency with Coastal Act policies applicable to the project are presented in Appendix F Table F-1. Consistency with General Plan policies relevant to the protection of coastal resources, among others, is presented in Appendix F Table F-5.

Goleta Capital Improvement Program

The Capital Improvement Program allows Goleta to identify the needs of the community and to prepare a long-term funding strategy to meet those needs. It includes any project that involves needed repairs or improvements to our existing infrastructure such as streets, parks, city facilities, etc. and the acquisition or construction of new infrastructure. It is based on a review of the Goleta General Plan transportation element and various general plan policies. It is intended to address infrastructure needs associated with both existing and future development identified in the General Plan.

The Goleta Transportation Improvement Program is the transportation improvement portion of the Capital Improvement Program. The Ekwil-Fowler project is included in the Goleta Capital Improvement Program.

City of Santa Barbara Coastal Plan, Airport and Goleta Slough (June 1982, as amended May 2003)

The Santa Barbara Coastal Plan contains policies for protection of the Goleta Slough, wetlands, and wildlife that are applicable to the project.

Existing Setting

Portions of the project extensions are located within the designated coastal zone and include two creek culverts crossing Old San Jose Creek within the coastal zone. This creek includes willow riparian woodland and meets the single-criterion definition as a wetland. Therefore, it is considered an Environmentally Sensitive Habitat Area.

The Coastal Commission has development review authority over coastal zone lands within Goleta until the General Plan is certified by the Coastal Commission.

A portion of the proposed Fowler Road extension is within Santa Barbara (see Figure 1-5) and subject to the requirements of its Airport and Goleta Slough Coastal Plan. The Santa Barbara Planning Commission would make a determination on consistency during the permitting process per Santa Barbara's adopted Local Coastal Plan. The following California Coastal Act and the City of Santa Barbara Airport and Goleta Slough Coastal Plan policy assessment information is provided to assist with permitting activities on the project.

Thresholds of Significance

CEQA Appendix G states that the project would be expected to result in a significant impact if it would:

- a) Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect to coastal resources

Project-specific Impacts

Construction of [portions of the proposed Ekwil Street extension and Fowler Road extensions](#) would require a coastal development permit from the Coastal Commission as per the California Coastal Act, [and e-Construction of the westernmost portion of the proposed Fowler Road extension and the proposed roundabout at Fowler Road and Fairview Avenue](#) would require a coastal development permit from Santa Barbara as per its Local Coastal Plan. Where avoidance is not possible, impacts would be minimized or mitigated.

- a) The project is consistent with the Coastal Act because it is a public service project with no feasible less environmentally damaging alternative, impacts are minimal and can be mitigated, and the proposed roads, bikeways, and trail segment would enhance access to coastal resources. However, Section 300001.5(b) of the Coastal Act indicates that the Legislature finds and declares that one of the “basic goals of the state for the coastal zone” is to “Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.”

A broad array of federal, state and local agencies have determined that there are important social and economic needs for the project, as demonstrated by its inclusion in a wide variety of planning documents over the last decade, including but not limited to the following:

- Goleta Community Plan
- Revitalization Plan
- Goleta Capital Improvement Program
- County Regional Transportation Plan
- County Regional Transportation Improvement Program

- County Federal Transportation Improvement Program
- Goleta General Plan
- 2010 State Transportation Improvement Plan

Agencies that have issued or approved such plans include the California Transportation Commission, Caltrans, the Federal Highway Administration, Goleta, the County, and the Santa Barbara County Association of Governments.

The project cannot avoid minor impacts to riparian habitat and coastal wetlands that represent an Environmentally Sensitive Habitat Area. Such impacts can be mitigated to less than significant levels. Balancing these impacts against the demonstrated social and economic needs for the project suggests that the project represents a “balanced utilization” of coastal resources and is thus consistent with the basic goals of the state in the coastal zone.

Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project, though there are slight increases in the impact acreages of certain biological resources. See Section 2.3 for additional details.

Impacts of the No-Project Alternative

The No-Project Alternative would not impact coastal environmentally sensitive habitat, as no development would occur. This alternative would be inconsistent with the General Plan Transportation Element, which includes the development of the project.

Mitigation Measures

There are no mitigation measures associated with this issue, although coastal development permits would be issued with conditions for the portions of the project within the coastal zone, subject to review and approval by the California Coastal Commission.

Residual Impacts

No residual impacts would occur.

2.1.2 Recreation

2.1.2.1 Regulatory Setting

Regional, County, City

Goleta General Plan/Coastal Land Use Plan

The Goleta General/Coastal Land Use Plan (General Plan) includes elements that affect recreation, including the following:

- Transportation Element, TE 11, Bikeways Plan

2.1.2.2 Existing Setting

There are no developed public parks within or adjacent to the project. An undeveloped part of a privately owned residential complex is located immediately north of the proposed western roundabout on Hollister Avenue. This property is designated as Open Space/Active Recreation, a portion of which is currently a vegetated open area. Goleta recently completed Armitos Park, a small neighborhood park located in the 5500 block of Armitos Avenue. Armitos Park is adjacent to San Jose Creek, north of the western proposed roundabout on Hollister Avenue. There are no historic properties that would be used.

The Goleta Valley Community Center (community center) is located on Hollister Avenue north of the proposed Ekwil Street alignment. The community center provides Goleta residents access to adult education classes, senior support services, child-care opportunities, preschools, tennis courts, and an athletic field associated with the Goleta Boys and Girls Club at the rear of the property. The proposed Ekwil Street alignment and the community center athletic field are separated by Old San Jose Creek.

The project includes completion of a portion of the planned Old San Jose Creek Trail that would parallel a portion of the Ekwil Street extension. The trail would allow both pedestrian and bicycle uses. The project is included in Goleta's Transportation Element Bikeway Plan.

2.1.2.3 Thresholds of Significance

State CEQA Guidelines, Appendix G state that a significant impact on recreation would be expected to occur if the project resulted in:

- a) An increase in 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) Inclusion of recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

2.1.2.4 Project-specific Impacts

- a) The project would not add any permanent new jobs or housing into the area that would cause increased demand for recreational facilities. Therefore, no project impact would result.
- b) The project would have a beneficial impact to recreation, as it would include construction of portions of the planned Old San Jose Creek Trail project between Kellogg and Pine

avenues along the proposed Ekwill Street alignment. The project thus completes portions of improvements included in Goleta's Pedestrian Access and Bikeway plans within the project area. The project includes the development of bikeways on Kellogg Avenue, Ekwill Street, and Fowler Road. North of the western Hollister Avenue roundabout, a pedestrian bridge would be built over a portion of the San Jose Creek, further enhancing the Old San Jose Creek Trail project. No direct impacts to the community center would occur.

2.1.2.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project.

2.1.2.6 Impacts of the No-Project Alternative

The No-Project Alternative would be inconsistent with Goleta's Transportation Element Bikeway Plan, which includes the project. Existing pedestrian and bicycle access within Old Town would remain unchanged. No portion of the Old San Jose Creek Trail would be built.

2.1.2.7 Mitigation Measures

Because no adverse effects are anticipated for parks and recreation, no mitigation measures are required.

2.1.2.8 Residual Impacts

No residual impacts would occur.

2.1.3 Agricultural Resources

2.1.3.1 Regulatory Setting

Federal

The National Environmental Policy Act and the Farmland Protection Policy Act require federal agencies to coordinate with the Natural Resources Conservation Service if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the Farmland Protection Policy Act, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

State

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

Regional, County, City

City of Goleta General Plan/Coastal Land Use Plan

The City of Goleta General Plan/Coastal Land Use Plan (General Plan) has established a number of policies designed to preserve agricultural lands. However, the General Plan has designated agricultural lands in the project area for urban development rather than preservation, and they have been zoned accordingly. The loss of these and other similar parcels within the City of Goleta (Goleta) was evaluated in the General Plan Final Environmental Impact Report.

2.1.3.2 Existing Setting

Goleta has a temperate climate and fertile soil allowing profitable year-round cultivation of a wide variety of crops and the raising of livestock. Over the past 50 years, most of the orchards and row crop areas in the valley floor have been replaced with residential and business development. Goleta currently contains approximately 410 acres or 8.1 percent of total land that is considered agricultural land. Agricultural uses range from truck farms and greenhouses to avocado and lemon orchards. Agricultural activities in and around Goleta are generally divided along Cathedral Oaks Road, with more urban agriculture located to the south and more rural agriculture located to the north. Agricultural uses in the rural areas surrounding Goleta primarily consist of avocado and lemon orchards, row crops, and specialty crops. Within the urban areas, agricultural activities are more intensified and generally occur on smaller parcels that are completely or partially surrounded by urban development. A wide variety of crops is grown in the more urbanized portions of Goleta, including row crops, lemon and avocado orchards, nurseries, and greenhouses for cut flowers and houseplants.

The project is located in an urbanized southern portion of Old Town. The only agricultural lands in the project area are two adjacent parcels that would be affected by the proposed Ekwill Street extension (Figure 2-5 in Appendix A). The proposed Ekwill Street extension runs through the northern portion of both Parcel 1 (Assessor Parcel Number [APN] 073-130-040) and Parcel 2 (APN 071-130-023). The Ekwill Street alignment crosses the northern portion of each parcel and does not divide the parcels, which would limit their utility.

Both parcels are virtually surrounded by commercial and industrial developments and are mapped as “Urban and Built-Up” by the State of California Farmland Monitoring and Mapping Program (Figure 2-6 in Appendix A), which is based on and now supplants the original U.S. Department of Agriculture Important Farmland Maps for the State of California (Penberth, pers. comm.). There are no Williamson Act lands in or near the project.

Parcel 1

Parcel 1 is located south of Old San Jose Creek and a mobile home park, east of Pine Avenue, northwest of Parcel 2, and north of a light manufacturing facility. The site is flat and includes 2.4 acres of existing agricultural land. The land is part of a larger parcel (APN 073-130-040) that includes a manufacturing facility. The Goleta Water District delivers potable water to APN 073-130-040 as a Commercial Urban customer, rather than as an Agricultural Irrigation customer. The soil type is Elder Sandy Loam (up to two percent slope), also referred to as “EaA.” The California Department of Conservation defines four categories of agricultural land as Important Farmland: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Although EaA is a Class I (Prime) soil, the California Department of Conservation does not consider this parcel any category of Important Farmland but instead classifies it as Urban and Built Up Land. The small size of the land suggests it may not be economically viable for farming.

The General Plan Land Use Map commits this parcel and others in Goleta for urban development and designates it for Business Park land uses. The loss of the parcel’s agricultural use was addressed in the General Plan Final Environmental Impact Report.

Parcel 2

Parcel 2 (APN 071-130-023) consists of 12.2 acres located west of Kellogg Avenue, south of Old San Jose Creek, north of a printing plant on Kellogg Avenue, and east of a light manufacturing facility and Parcel 1. Parcel 2 is flat and consists of active agricultural uses. Like the adjacent Parcel 1, Parcel 2 is classified by the Department of Conservation as Urban and Built Up Land; this parcel is not considered Important Farmland.

Applicability of the Farmland Protection Policy Act of 1984

The Farmland Protection Policy Act does not apply to these parcels because, as noted above, they have been committed to urban development by Goleta’s General Plan. As noted in the Farmland Protection Policy Act, implementing regulations (7 Code of Federal Regulations Part 658 § 658.2), farmland, as defined by the Farmland Protection Policy Act, “does not include land already in or committed to urban development or water storage.”

2.1.3.3 Thresholds of Significance

State CEQA Guidelines state that a significant impact on agricultural resources would be expected to occur if the project would:

- 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 changes to the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or forestland to non-forest use.

Additionally, a project may result in a significant environmental effect on agricultural resources if it conflicts with adopted environmental plans and goals of Goleta or converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

2.1.3.4 Project-specific Impacts

Goleta uses a point system to evaluate a parcel's agricultural suitability and productivity to assess potential project impacts. Parcel 1 farmland conversion has an impact rating of 43.5 to 50.5 points while Parcel 2's rating ranged from 51 to 56 points. The guidelines indicate that loss of lands that score less than 60 points would not be considered important or substantial according to CEQA.

Moreover, Goleta's General Plan Land Use Map commits these parcels for urban development and designates them for Commercial/Visitor Serving uses. The loss of the agricultural use of these parcels, among others, was evaluated previously in the General Plan Final Environmental Impact Report.

a-c) The proposed Ekwill Street extension would remove approximately 0.8 acre of 2.2 acres of agricultural land on Parcel 1 and approximately 1.2 acres of the 12.2-acre Parcel 2. The loss of these parcels has already been taken into account in accordance with CEQA through analysis and certification of the General Plan Final Environmental Impact Report. As noted above, application of the point system for evaluating the suitability and productivity of agricultural lands indicates the loss of the agricultural uses of Parcels 1 and 2 is not considered important or substantial according to CEQA. Such a loss is considered a less than significant impact. No Williamson Act lands would be affected.

2.1.3.5 [Impacts of the Fowler Road Extension Alternative](#)

[Impacts of this alternative are the same as those of the project.](#)

2.1.3.6 Impacts of the No-Project Alternative

Under the No-Project Alternative no impacts to agricultural land would occur in the short term. Over the long term, the parcels are expected to be developed for urban uses as per the General Plan Land Use Element and zoning ordinance.

2.1.3.7 Mitigation Measures

The project would not result in adverse impacts to agricultural resources. Therefore, no mitigation measures are required.

2.1.3.8 Residual Impacts

No residual impacts would occur.

2.1.4 Public Services

2.1.4.1 Regulatory Setting

Regional, County, City

City of Goleta General Plan/Coastal Land Use Plan

The Public Facilities Element of the Goleta General Plan/Coastal Land Use Plan (General Plan) contains goals, policies, and actions relevant to the discussion of public services. Public policies relevant to the project include:

- Policy PF 3.6, Police Service Standards
- Policy PF 3.9, Safety Considerations in New Development
- Policy PF 7.6, Coordination of Construction Schedules

The project is consistent with the General Plan policies. See Appendix F for consistency analysis.

2.1.4.2 Existing Setting

This section describes public services that could be affected by the project, such as police and fire protection, emergency medical services, and hospitals.

Police services are provided to Goleta through a contract with the Santa Barbara County (County) Sheriff's Department. The local sheriff's office is located at 4434 Calle Real, and contract police personnel also work at City Hall. Law enforcement services include 24-hour police patrols for traffic enforcement, accident investigation, vehicle abatement, and parking control. Specialized functions through the County Sheriff's Department are provided as needed.

Fire protection and related services for Goleta are provided by the County Fire Department (fire department). Services for the Old Town sub-area (see Figure 1-2) are within a five-minute response time and are provided by three fire stations. All stations are staffed with three firefighters per shift with a three-shift rotation. The project area is not designated as an area at high risk for fire hazards.

Additional services are provided by the following:

- Emergency medical services for the Old Town area are provided by the fire department and private ambulance companies.
- Goleta Valley Cottage Hospital is located at 351 South Patterson Avenue, approximately 0.5 mile east of the proposed Hollister Avenue roundabouts.

2.1.4.3 Thresholds of Significance

CEQA Appendix G states that the project would be expected to have a significant impact on public services if it resulted 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 the public services:

- Fire protection
- Police protection
- Schools
- Parks
- Other public facilities

2.1.4.4 Project-specific Impacts

The project is designed to improve connectivity and access to Old Town Goleta, improve access from Old Town to the airport, and reduce traffic along Hollister Avenue. Caltrans and Goleta construction specifications require a traffic management plan that minimizes construction-related traffic disruptions. The plan would ensure that all key intersections remain accessible during construction and that, prior to construction, the Sheriff's Department, fire department, and private ambulance providers would be notified so that services would not be substantially affected and access routes could be coordinated.

Operational impacts to fire protection and emergency medical services would likely not occur or be beneficial, with increased access and roadway level of service within Old Town. In addition, the project would not directly add any new permanent jobs or housing into the area that would cause increased demand for schools and/or recreational facilities. Impacts of the project on public services would be less than significant.

2.1.4.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as the project's impacts.

2.1.4.6 Impacts of the No-Project Alternative

The No-Project Alternative may have a slight adverse impact on the police and fire departments' ability to respond due to existing and future capacity constraints of the existing roadways and intersections in Old Town. Regarding utilities, the No-Project Alternative would not change existing conditions; as such, there would not be any adverse impacts on schools, parks and other public facilities.

2.1.4.7 Mitigation Measures

No substantial adverse impacts are expected; therefore, no mitigation measures are required.

2.1.4.8 Residual Impacts

No residual impacts would occur.

2.1.5 Traffic and Transportation

2.1.5.1 Regulatory Setting

Federal

Federal funds will partially fund the project, and therefore the project is subject to policies and standards of the Federal Highway Administration, implemented through Caltrans as the funding agent. The Federal Highway Administration directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (23 Code of Federal Regulations 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The 1990 Americans with Disabilities Act requires that transportation facilities provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

Code of Federal Regulations Title 14 Part 77

In administering Title 14 of the Code of Federal Regulations Part 77, the prime objectives of the FAA are to promote air safety and the efficient use of the navigable airspace. To accomplish this mission, aeronautical studies are conducted based on information provided by proponents on an FAA form 7460-1, Notice of Proposed Construction or Alteration.

Advisory Circular 70/7460-1K, Obstruction Marking and Lighting, describes the standards for marking and lighting structures such as buildings, chimneys, antenna towers, cooling towers, storage tanks, supporting structures of overhead wires, etc.

Part 77.9 states that any person/organization who intends to sponsor particular (specified) construction or alterations must notify the Administrator of the FAA.

23 Code of Federal Regulations 630 subpart J – Work Zone Safety and Mobility

This section provides guidance and establishes procedures for states to manage the work zone impacts of individual projects. It requires that a Traffic Management Plan be prepared in the pre-construction phase that addresses both transportation and public information: how best to route traffic for public access and worker safety, and how to inform the public of planned lane or street closures.

Regional, County, City

Goleta Capital Improvement Program

The Capital Improvement Program allows Goleta to identify the needs of the community and to prepare a long-term funding strategy to meet those needs. It includes any project that involves needed repairs or improvements to our existing infrastructure such as streets, parks, city facilities, etc. and the acquisition or construction of new infrastructure. It is based on a review of the Goleta General Plan transportation element and various general plan policies. It

is intended to address infrastructure needs associated with both existing and future development identified in the General Plan.

The Goleta Transportation Improvement Program is the transportation improvement portion of the Capital Improvement Program. The Ekwil-Fowler project is included in the Goleta Capital Improvement Program.

City of Goleta General Plan/Coastal Land Use Plan

Goleta's General Plan/Coastal Land Use Plan (General Plan) includes a transportation element as one of seven elements mandated by state planning law (Section 65302 of the Government Code). The Transportation Element guides the continued development and improvement of the transportation system to support land uses planned in the Land Use Element. The Transportation Element also incorporates the applicable requirements of the California Coastal Act (Section 30240 of the Public Resources Code) for the areas of Goleta that fall within the boundaries of the coastal zone. Goleta's conservation element also includes a relevant policy. Transportation-related policies applicable to the project include the following:

- Policy CE 12.4, Minimizing Air Pollution from Transportation Sources
- Policy TE 1.2, Transportation and Land Use
- Policy TE 1.4, Multi-Use Street System
- Policy TE 3.1, Overall Street Plan
- Policy TE 3.3, Major Arterials
- Policy TE 3.4, Minor Arterials
- Policy TE 3.7, Guidelines for Geometric Cross Sections
- Policy TE 4.1, General Level of Service Standard
- Policy TE 5.3, Ekwil-Fowler-South Kellogg Improvements
- Policy TE 5.10, Major Intersection Improvements
- Policy TE 6.1, Overall Factors to Guide Development of Street Standards
- Policy TE 6.2, Component Features Included in Street Standards

The General Plan policies are analyzed for consistency with the project in Table F-5 of Appendix F.

2.1.5.2 Existing Setting

The following analysis is based on the July 2008 Ekwil-Fowler Circulation Improvement Project Traffic Impact Analysis by Dowling and Associates.

Roadway and Intersections

The roadway network analyzed in the Traffic Impact Analysis report constitutes a much larger area than the footprint of the project. This area was selected in order to evaluate the effect of the project on intersections both within and outside the project footprint that may be influenced by the proposed improvements. As a result, the traffic study area is bordered by U.S. Route 101 to the north, Fairview Avenue to the west, and State Route 217 and Patterson Avenue to the east. The affected environment includes 12 existing intersections and 4 new

intersections created by the project, all of which are analyzed in the project's Traffic Impact Analysis Report. These intersections are listed in Table 2-2 and mapped on Figures 2-7 and 2-8.

Table 2-2. Study Intersections

Intersection Identifier	Intersections Description
Existing Intersections	
1	Fairview Avenue/U.S. Route 101 Northbound Ramps (signalized)
2	Fairview Avenue/U.S. Route 101 Southbound Ramps (signalized)
3	Fairview Avenue/Hollister Avenue (signalized)
4	Nectarine Avenue-Pine Avenue/Hollister Avenue (signalized)
5	Rutherford Street/Hollister Avenue (signalized)
6	Kellogg Avenue/Hollister Avenue (signalized)
7	State Route 217 Southbound Ramps/Hollister Avenue (signalized)
8	Ward Drive-State Route 217 Northbound Ramps/Hollister Avenue
9	Patterson Avenue/U.S. Route 101 Northbound Ramps (signalized)
10	Patterson Avenue/U.S. Route 101 Southbound Ramps
11	Patterson Avenue/Overpass Road (signalized)
12	Patterson Avenue/Hollister Avenue (signalized)
Proposed Intersections	
a	Fairview Avenue/Fowler Road (roundabout)
b	Fairview Avenue/Ekwill Street (one-way stop controlled)
c	Pine Avenue/Ekwill Street (roundabout)
d	Kellogg Avenue/Ekwill Street (one-way stop controlled)

Source: Traffic Impact Analysis 2008.

Level of Service

Level of service is commonly used to describe the quality of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

For intersections controlled by traffic signals, Goleta describes the operation of an intersection using a range from level of service A (free-flow conditions) to level of service F (severely congested conditions) based on corresponding volume/capacity ratios.

For intersections that are not controlled by traffic signals, Goleta describes the operation of an intersection using a range using the same identifiers (A-F) but tied to a different set of measurements. This analysis is based on the corresponding stopped delay experienced per vehicle as shown in Table 2-3.

For one-way or two-way stop-sign-controlled intersections, Goleta identifies level of service based on the average stopped delay time for the worst stop-sign-controlled approach.

While Goleta does not have an established roundabout analysis methodology, the standardized analysis methodology identified by the Federal Highway Administration is the Intersection Capacity Utilization analysis methodology. Typical roundabout traffic analysis does not assign a level of service performance grade; instead, the volume/capacity ratio is identified to determine acceptable or deficient operation. The volume/capacity ratio of a

Table 2-3. Level of Service and Delay Ranges

Level of Service	Delay (seconds/vehicle) Unsignalized Intersections
A	< 10.0
B	> 10.0 to < 15.0
C	> 15.0 to < 25.0
D	> 25.0 to < 35.0
E	> 35.0 to < 50.0
F	> 50.0

Source: 2000 Highway Capacity Manual.

roundabout provides a direct assessment of the demand at the roundabout entry to the capacity at the entry. Roundabout analysis was prepared utilizing the aaSIDRA Software, which includes roundabout analysis parameters such as vehicle traffic volume, lane geometry, and approximate dimensions of roundabouts.

Figure 2-7 illustrates the locations of the existing intersections and the new intersections created by the project.

Goleta’s goal for peak-hour intersection operation is level of service C or better. As shown in Table 2-4, the study intersections are currently operating at an acceptable level of service C or better, with the exception of the Fairview Avenue intersection with U.S. Route 101 northbound ramps and Patterson Avenue intersection with U.S. Route 101 southbound ramps, both of which operate at level of service D during the afternoon peak-hour condition.

Based on Goleta’s traffic model forecasts, by the year 2035 the number of intersections operating at level of service D or worse will increase from none today to four in the morning peak-hour and from two to six in the evening peak-hour unless improvements are made (see Table 2-4 and Table 2-5; deficient intersections are shown in bold).

Air Traffic

Santa Barbara Airport (airport) runways are located immediately west of the proposed Fowler Road extension. With approximately 90 airline arrivals and departures each day, the Santa Barbara Airport is one of the busiest commercial service airports on the California coast between Los Angeles and San Jose. Critical equipment used to guide air traffic onto the airport runways is located approximately 250 feet north of the proposed intersection of Fowler Road and Fairview Avenue. This new intersection is wholly located within the airport clear zone and is subject to Federal Aviation Administration regulation.

Non-motorized Transportation

In Goleta, the main non-motorized modes of transportation are walking and bicycling. Sidewalks and bikeways are in place, or are planned, along most streets in Goleta, and bikeways are in place or are planned along most of Goleta’s arterial and collector roadways. The existing project area does not have sidewalks, bike lanes, or a trail improvement along the proposed Ekwil Street and Fowler Road extensions. The project includes these elements.

Table 2-4. Existing Traffic Conditions with and without the Project

Study Intersection – Identifier and Description	Existing Conditions Without The Project		Existing Conditions With The Project	
	Morning Peak-hour	Evening Peak-hour	Morning Peak-hour	Evening Peak-hour
	V/C – LOS	V/C – LOS	V/C – Delay – LOS	V/C – Delay – LOS
1. Fairview Avenue/U.S. Route 101 Northbound Ramps	0.77 – C	0.82 – D	0.77 – N/A – C	0.82 – N/A – D
2. Fairview Avenue/U.S. Route 101 Southbound Ramps	0.64 – B	0.60 – A	0.65 – N/A – B	0.60 – N/A – A
3. Fairview Avenue/Hollister Avenue	0.59 – A	0.68 – B	0.60 – N/A – A	0.68 – N/A – B
4. Nectarine Avenue-Pine Avenue/Hollister Avenue	0.55 – A	0.62 – B	0.45 – N/A – A	0.49 – N/A – A
5. Rutherford Street/Hollister Avenue	0.41 – A	0.50 – A	0.39 – N/A – A	0.46 – N/A – A
6. Kellogg Avenue/Hollister Avenue	0.66 – B	0.67 – B	0.69 – N/A – B	0.63 – N/A – B
7. State Route 217 Southbound Ramps/Hollister Avenue	0.73 – C	0.79 – C	0.48 – N/A – 1	0.60 – N/A – 1
8. Ward Drive-State Route 217 Northbound Ramps/Hollister Ave.	0.56 – A	0.68 – B	0.51 – N/A – 1	0.52 – N/A – 1
9. Patterson Avenue/U.S. Route 101 Northbound Ramps	0.76 – C	0.72 – C	0.75 – N/A – C	0.71 – N/A – C
10. Patterson Avenue/U.S. Route 101 Southbound Ramps	0.73 – C	0.89 – D	0.73 – N/A – C	0.89 – N/A – D
11. Patterson Avenue/Overpass Road	0.59 – A	0.62 – B	0.60 – N/A – A	0.62 – N/A – B
12. Patterson Avenue/Hollister Avenue	0.68 – B	0.79 – C	0.68 – N/A – B	0.80 – N/A – C
a. Fairview Avenue/Fowler Road Roundabout			0.17 – N/A – 1	0.19 – N/A – 1
b. Fairview Avenue/Ekwill Street ²			N/A – 12.0 – B	N/A – 15.4 – C
c. Pine Avenue/Ekwill Street Roundabout			0.21 – N/A – 1	0.20 – N/A – 1
d. Kellogg Avenue/Ekwill Street ²			N/A – 11.2 – B	N/A – 12.6 – B

Source: Ekwill-Fowler Circulation Improvement Project Traffic Impact Analysis 2008. Note: V/C = volume/capacity ratio; LOS = level of service; Deficient intersection operation shown in **bold**; improved intersection v/c ratios that improve LOS are underlined; veh = vehicles. 1 Intersection analyzed as roundabout; operates acceptably since V/C ratio less than 0.86. 2 Delay is shown in seconds.

Table 2-5. Traffic Conditions in 2035 with and without the Project

Study Intersection – Identifier and Description	Future Conditions Without the Project		Future Conditions With the Project	
	Morning Peak-hour	Evening Peak-hour	Morning Peak-hour	Evening Peak-hour
	V/C – LOS	V/C – LOS	V/C – Delay – LOS	V/C – Delay – LOS
1. Fairview Avenue/U.S. 101 Northbound Ramps	1.05 – F	1.03 – F	1.04 – NONE – F	1.02 – NONE – F
2. Fairview Avenue/U.S. 101 Southbound Ramps	0.77 – C	0.67 – B	0.77 – NONE – C	0.68 – NONE – B
3. Fairview Avenue/Hollister Avenue	0.70 – B	0.79 – C	0.73 – NONE – C	0.77 – NONE – C
4. Nectarine Avenue-Pine Avenue/Hollister Avenue	0.57 – A	0.71 – C	0.52 – NONE – A	0.59 – NONE – A
5. Rutherford Street/Hollister Avenue	0.49 – A	0.60 – A	0.46 – NONE – A	0.56 – NONE – A
6. Kellogg Avenue/Hollister Avenue	0.74 – C	0.83 – D	0.79 – NONE – C	0.78 – NONE – C
7. State Route 217 Southbound Ramps/Hollister Avenue	0.90 – D	0.96 – E	0.70 – NONE – 1	0.80 – NONE – 1
8. Ward Drive-State Route 217 Northbound Ramps/Hollister Avenue	0.76 – C	0.73 – C	0.78 – NONE – 1	0.82 – NONE – 1
9. Patterson Avenue/U.S. 101 Northbound Ramps	0.99 – E	0.92 – E	0.97 – NONE – E	0.88 – NONE – D
10. Patterson Avenue/U.S. 101 Southbound Ramps	0.80 – C	1.05 – F	0.79 – NONE – C	1.05 – NONE – F
11. Patterson Avenue/Overpass Road	0.60 – A	0.62 – B	0.60 – NONE – A	0.63 – NONE – B
12. Patterson Avenue/Hollister Avenue	0.81 – D	0.90 – D	0.81 – NONE – D	0.90 – NONE – D
a. Fairview Avenue/Fowler Road Roundabout			0.23 – NONE – 1	0.27 – NONE – 1
b. Fairview Avenue/Ekwill Street ²			NONE – 14.4 – B	NONE – 15.8 – C
c. Pine Avenue/Ekwill Street Roundabout			0.22 – NONE – 1	0.23 – NONE – 1
d. Kellogg Avenue/Ekwill Street ²			NONE – 12.9 – B	NONE – 16.4 – C

Source: Ekwill Street & Fowler Environmental Determination Document 2008.

Note: V/C = volume/capacity ratio; LOS = level of service; Deficient intersection operation shown in **bold**.

1 Intersection analyzed as roundabout; operates acceptably since V/C ratio less than 0.86. 2 Delay is shown in seconds.

2.1.5.3 Thresholds of Significance

CEQA guidelines state that a significant impact on traffic and transportation would be expected to occur if the project would:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

A significant project-generated traffic impact would be expected to occur if the project resulted in any of the impacts noted in the above checklist. Additional thresholds of significance are set forth in Goleta’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.

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.

2.1.5.4 Project-specific Impacts

Construction Impacts

a, b) Local traffic circulation could be negatively affected by construction equipment and vehicles using the existing roadways, although such temporary effects would not be in conflict with the Goleta General Plan Transportation Element or other applicable plans, ordinance or policies establishing measures of effectiveness of the circulation system. Construction activities would require partial lane closures that could restrict traffic circulation within the construction area. In addition, access to nearby residential, commercial, and industrial land uses may sometimes be restricted. These construction impacts on circulation and access would be temporary, ending as construction activities are completed. Goleta would prepare a traffic management plan for intersections at Fairview Avenue, Pine Avenue, Technology Drive, Kellogg Avenue, and the Hollister Avenue/State Route 217 ramps, as per Code of Federal Regulations 630 subpart J. This plan would incorporate standard Goleta and Federal Aviation Administration conditions for maintaining traffic flow during work and non-work hours near an airport. All of the existing roadways are of sufficient width to allow a minimum of one travel lane to remain open during normal work hours. As a result, impacts would be less than significant.

For ramps and intersections, road closures would be implemented according to Caltrans lane closure specifications. Specific access and closures would be as follows:

Fowler Road Extension: Access to the currently occupied portion of South Street would be provided at all times during construction. At the Fowler Road and Fairview Avenue intersection, no lane closures are proposed.

Ekwill Street Extension: Pine Avenue may be closed during construction. Detours during closure would use Kellogg Avenue to Thornwood Avenue to access this area. At the proposed Ekwill Street and Fairview Avenue intersection, no lane closures are currently proposed.

Hollister Avenue Improvements at State Route 217: Access through Hollister Avenue and access to State Route 217 may be constrained during construction of the roundabouts in this

area. However, every effort will be made to maintain two lanes of traffic in each direction along Hollister Avenue. Closures of Ward Drive and Dearborn Place are not proposed during construction. A potential sequence for staging construction of major work items on Hollister Avenue is as follows:

- Construct outside widening of Hollister Avenue at both roundabouts. Construct Dearborn Place approach, northbound on-ramp, and portion of Ward Drive approach. Begin construction of irrigation crossovers, lighting conduits/pullboxes, and utility adjustments. Construction during this stage will should be done primarily with intermittent flagger control. Maintain existing signal control equipment when feasible and begin transition to temporary signal control as needed.
- Transition Hollister Avenue, Dearborn Place, and Ward Drive traffic to newly constructed areas. Transition northbound on-ramp traffic to new ramp and demolish existing on-ramp. Construct Hollister Avenue medians, southbound off-ramp and retaining wall with flagger control combined with intermittent lane and ramp closures. Begin transition from signal control to interim roundabout operations.
- Transition all traffic to roundabout control. Construct remaining portions of central islands and remaining Hollister Avenue curbing.
- Prepare final grade and apply final paving courses.

Kellogg Avenue Improvements at Hollister Avenue: Access to Kellogg Avenue would be maintained during construction. No road closures are anticipated with the installation of the free right-turn lane on Kellogg Avenue.

c) The Fowler Road improvements would include staging of construction equipment and material that could interfere with the airport localizer that provides critical navigation assistance to aircraft. The Airport Land Use Plan places height restrictions on new construction (for example, streetlights) within this zone to ensure aircraft safety. Federal Aviation Administration regulations require Goleta to submit Federal Aviation Administration form 7460-1, Notice of Proposed Construction or Alteration; and form 117-1, Notice of Progress of Construction or Alteration to the Federal Aviation Administration for review and coordination. This process would ensure that the construction activities comply with all Federal Aviation Administration regulations and, therefore, it would not result in a change in air traffic patterns or adversely affect air safety.

Operational Impacts

a) Overall, the project would improve traffic conditions by reducing congestion, providing more direct east-west access across Old Town, and enhancing biking and pedestrian transportation by providing more bike lanes and pedestrian walkways in Old Town. These improvements are considered beneficial impacts.

Table 2-4 compares existing traffic conditions with and without the project and indicates that, under both conditions, all intersections are projected to operate at an acceptable level of service C or better with the exception of two intersections denoted in the table with bold font.

Table 2-5 compares traffic conditions in 2035 with and without the project. The table indicates that in 2035 completion of the project would improve traffic conditions by reducing

the number of intersections operating at unacceptable levels from 4 to 3 in the morning peak-hour, and from 6 to 4 in the evening peak-hour (intersections operating at unacceptable level of service are denoted in the table with bold font).

The project would meet all applicable design standards and safety criteria, including accessibility requirements of the Americans with Disabilities Act (for example, curb ramps at intersections) and other federal and state accessibility guidelines. The traffic analysis summarized above indicates that the project is not expected to result in adverse traffic impacts. Overall impacts are expected to be beneficial.

The project would move 19 parallel on-street parking spaces from one location along Kellogg Avenue south of Hollister Avenue to another with no net loss of parking capacity. No adverse impacts would occur.

b) The proposed transportation improvements will maintain or improve level of service compared to existing and future conditions without the project—a beneficial impact. This is consistent with level of service and other standards established in the Goleta General Plan Transportation Element. There are no other applicable congestion management programs.

c) The project is a roadway improvement project designed to improve access. The project would not result in a change to air traffic patterns, including either an increase in traffic levels or a change in location that results in a substantial safety risk. As noted above, Goleta is required to notify and coordinate with the Federal Aviation Administration before starting construction to ensure that the project would comply with all Federal Aviation Administration regulations and, therefore, operation of the project would not result in any adverse change to air traffic. Therefore, no project impact would result.

d) The project would not result in a substantial increase in hazards due to a design feature or incompatible use because the project design shall meet all federal, state, and local design standards and safety criteria.

e) The improved access and circulation provided by the project would have a beneficial effect on emergency first responders.

f) The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The project would add sidewalks and Class II bike lanes along Ekwill Street and Fowler Road and Class II bike lanes between Hollister Avenue and Ekwill Street on Kellogg Avenue. In addition, a portion of the approved Old San Jose Creek Trail would be built between Ekwill Street and Old San Jose Creek, from a point west of Kellogg Way to Pine Avenue (see Figure 1-10). These improvements are considered beneficial impacts of the project.

2.1.5.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project.

2.1.5.6 Impacts of the No-Project Alternative

Under the No-Project Alternative, no traffic improvements would be built at this time and, based on Goleta's 2008 Ekwill-Fowler Circulation Improvement Project Traffic Analysis

traffic model forecasts, by the year 2035 the number of intersections operating at level of service D or worse is estimated to be four in the morning peak-hour and six in the evening peak-hour (see Table 2-5; deficient intersections are shown in bold).

2.1.5.7 Mitigation Measures

No adverse impacts are expected, and mitigation measures are not required.

2.1.5.8 Residual Impacts

No residual impacts would occur.

2.1.6 Visual/Aesthetics

2.1.6.1 Regulatory Setting

Federal

The National Environmental Policy Act of 1969 as amended establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. Section 4331(b)(2)).

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities” (California Public Resources Code Section 21001[b]).

Regional, County, City

City of Goleta General Plan/Coastal Land Use Plan Visual and Historic Resources Element

The Visual and Historic Resources Element of the Goleta General Plan/Coastal Land Use Plan (General Plan) is intended to preserve and protect the City of Goleta’s (Goleta’s) scenic and historic resources to the maximum extent feasible while allowing quality development in conformance with the General Plan. It includes policies for protection of scenic views, local scenic corridors, and community character, and “...to preserve and enhance Goleta’s scenic resources and to protect views or vistas to these resources from public and private areas”. It also establishes a Design Review Board and a set of standards to guide development within the city limits of Goleta. Design review policies applicable to the project address development in the Old Town sub-area, landscape design, streetscape and frontage design, lighting, and utilities. Future actions of Goleta are required to be consistent with the principles, goals, and policies of the General Plan.

Visual Resource policies relevant to the project include:

- Policy VH 1.1, Scenic Resources
- Policy VH 1.2, Scenic Resources Map
- Policy VH 1.4, Protection of Mountain and Foothill Views
- Policy VH 1.5, Protection of Open Space Views
- Policy VH 1.6, Preservation of Natural Landforms
- Policy VH 2.2, Preservation of Scenic Corridors
- Policy VH 2.3, Development Projects Along Scenic Corridors
- Policy VH 2.4, Public Improvements
- Policy VH 2.6, Gateways to the City
- Policy VH 3.5, Pedestrian-Oriented Design
- Policies VH 3.7 and VH 4.13, Signage

- Policy VH 4.2, Old Town
- Policy VH 4.10, Streetscape and Frontage Design
- Policy VH 4.12, Lighting
- Policy VH 4.14, Utilities
- Policy VH 4.15, Site-Specific Visual Assessments
- Policy VH 5.2, Locally Significant Historic Resources
- Policy VH 5.4, Preservation of Historic Resources
- Policy VH 5.7, New Construction
- Policy VH 6.2, Preservation

Project consistency with these policies is addressed in Table F-5 in Appendix F.

City of Goleta Old Town Revitalization Plan

The Goleta Old Town Revitalization Plan (Revitalization Plan) calls for improvement of the aesthetic character of the area through new standards for public streetscapes, and establishment of an Old Town Heritage District and associated development guidelines.

Visual Resource policies relevant to the project include:

- Policy VIS-OT-1, Improve the Quality of Old Town
- Policy VIS-OT-2, High Quality Pedestrian Environment
- Policy VIS-OT-3, Visual Interest in the Old Town
- Policy VIS-OT-6, Streetscape and Pedestrian Amenities
- Policy VIS-OT-7, Visual interest in the Old Town
- Policy VIS-OT-8, Signs

Project consistency with these policies is addressed in Table F-2 in Appendix F.

Goleta Old Town Heritage District Architecture and Design Guidelines

The Goleta Old Town Heritage District Architecture and Design Guidelines were developed to “enhance the image of Old Town, ensure development of a distinctive and unified streetscape, and contribute to a more pedestrian oriented downtown area.” The portions of the project’s Hollister Avenue western roundabout and part of Ekwill Street extension south of Old San Jose Creek are located in the Goleta Old Town Heritage District.

City of Goleta Inland and Coastal Zoning Ordinances

Section 35-212 of the Inland Zoning Ordinance indicates that new structures in areas designated as rural on the Land Use Element map should be consistent with the character of the surrounding natural environment except where technical requirements dictate otherwise. Similarly, new structures in urban areas should be consistent with the existing community. Sections 35-96 of Goleta’s Coastal Zoning Ordinance consist of the View Overlay District which is designed to protect notable coastal view corridors from U.S. Route 101 to the ocean. The ordinance specifies that new structural developments in the overlay district are subject to review by the Board of Architectural Review, which, in Goleta, is provided by the Design Review Board.

City of Santa Barbara Coastal Plan, Airport and Goleta Slough

A portion of the project would cross vacant land within the Santa Barbara Airport Clear Zone, which is controlled by Santa Barbara. The Santa Barbara Coastal Plan, Airport and Goleta Slough, notes that existing Santa Barbara General Plan policies promote visual quality in the Airport/Slough area. The Local Coastal Plan directs Santa Barbara to, among other things: protect and enhance the scenic character of Goleta, prevent unnecessary removal of important trees and encourage the cultivation of new trees, and protect visually important open spaces from visual degradation. The policies also note height limitations in different zones of the airport. The height, size, and material of all signs is governed by the Santa Barbara sign ordinance as administered by the sign sub-committee, which ensures that signs are consistent with the architectural and historical character of the surrounding area. The Santa Barbara Architectural Board of Review approves all non-residential and multi-family building permits within its jurisdiction.

2.1.6.2 Approach to Visual Impact Assessment

The 1981 Federal Highway Administration document “Visual Impact Assessment for Highway Projects” provides the basis for describing existing conditions and assessing how they might be changed by a proposed project. Important, or “key,” views that could potentially be altered by the project are analyzed. A visual impact assessment considers the character and quality of key views, groups that might be exposed to the views, group sensitivity to changes in the views, how the project could change the views, and finally, how viewers would respond to those changes.

Visual impact levels are distinguished as low, moderate, moderately high, and high. Low indicates a minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. On the other hand, high suggests that the project would cause adverse change to the resource or generate a high level of viewer response to visual change, such that architectural design and landscape treatment cannot mitigate the impacts.

2.1.6.3 Existing Setting

The following analysis is based on the March 2011 Ekwil Street and Fowler Road Visual Impact Assessment.

The project is located within the Old Town area of Goleta, much of which consists of commercial and industrial developments and roadways. The County’s 1997 Goleta Old Town Revitalization Plan Final Environmental Impact Report provides a general description of this area that is still relevant:

“...newer/well maintained construction but [it] is generally characterized by lack of visual continuity, with substantial areas of aging and deteriorating buildings. Pockets of inadequate general commercial/service industrial development both north and south of Hollister suffer from lack of maintenance, parking, and landscaping. Residential uses occur within several defined neighborhoods and also include a substantial amount of units in non-residential zone districts.”

The project road extensions are located south of Hollister Avenue in an area dominated by a variety of industrial and commercial developments. Visual contrast to the urban development is provided by pockets of vacant or underutilized land and narrow corridors of large mature trees along San Jose Creek and Old San Jose Creek.

The proposed roundabouts along Hollister Avenue are situated in an area that provides access to the historic commercial center of Goleta. The Hollister Avenue corridor's small to mid-size businesses, restaurants, car lots, residential structures, and community center exhibit a mix of architectural styles. These styles range from Spanish to Victorian, Craftsman, and 1960s modern. Buildings are generally older with some deterioration and/or lack of continuity present. Narrow sidewalks, lack of pedestrian amenities, and lack of landscaping detract from the aesthetic qualities of Old Town.

The proposed street/parking improvements at the intersection of Kellogg Avenue and Hollister Avenue are in an area dominated by urban development. All of the natural visual elements of the area have been modified by commercial development, which has degraded the visual quality. The existing business sites have little or no landscaping, and no native foliage remains.

Existing Project Viewshed

A viewshed is defined as the visual limits of the views located from the project. The viewshed includes all areas where physical changes associated with the project can be seen from a sensitive viewpoint. For the project, while the viewshed includes the distant mountains located north of the cities of Santa Barbara and Goleta, the viewshed analysis indicates that the most sensitive viewing areas are the areas immediately surrounding the project, as viewers in those areas are the most likely to be affected.

Two scenic views near the project have been identified that should be protected: 1) from Hollister Avenue looking north from the Goleta Valley Community Center (community center, 5679 Hollister Avenue); and 2) on Hollister Avenue, looking both north and south, in front of the Pacifica Suites/Sexton House (5490 Hollister Avenue). The Community center is located approximately 840 feet west of the project on the south side of Hollister Avenue. The view looking north from the Community center includes the mountains. The Sexton House/Pacifica Suites complex is located on the north side of Hollister Avenue northeast of the intersection of Hollister Avenue and Ward Drive (see Figure 2-11). The view looking south from Hollister Avenue includes the orchard at the southeast corner of Hollister Avenue and State Route 217, and the view looking north includes the Sexton House with its attractive landscaping and mature trees. In addition to these designated scenic views, Goleta lists State Route 217 as a local scenic corridor.

Existing Light/Glare

In addition to daytime views, the Federal Highway Administration and CEQA require that nighttime views and changes to lighting and glare be assessed. Currently, in the vicinity of the project, light and glare are produced by the existing facilities and activities within the project area, including the airport, streets, and businesses.

Key Views

Because it is not feasible to analyze all the views in which the project would be seen, 11 key viewpoints were selected to most clearly display the visual effects of the project. Key views also represent the primary viewer groups that would potentially be affected by the project. The key views selected for this project are described below and their locations are displayed on Figures 2-9, 2-10, and 2-11 in Appendix A.

Fowler Road Improvements

- Key View 1: View of proposed Fowler Road extension from eastbound traveler on Fowler Road Bridge.
- Key View 2: View of proposed Fowler Road/Fairview Avenue roundabout from nearby residences.
- Key View 3: View of and from proposed Fowler Road extension from westbound traveler on existing South Street (which would become Fowler Road).

Ekwill Street Improvements

- Key View 4: View of and from proposed Ekwill Street extension from proposed intersection with Fairview Avenue looking east.
- Key View 5: View from proposed Ekwill Street extension looking north to the nearby mobile home park.
- Key View 6: View of proposed Ekwill Street extension from southbound traveler on Pine Avenue.
- Key View 7: View of proposed Ekwill Street extension intersection with Kellogg Avenue from southbound traveler on State Route 217 looking west.

Hollister Avenue and Kellogg Avenue Improvements

- Key View 8: View of the dense vegetation adjacent to the west of the Pacifica Suites Hotel/Sexton House from eastbound traveler on Hollister Avenue south of the on-ramp to northbound State Route 217.
- Key View 9: View of proposed Hollister Avenue roundabout at Ward Drive from westbound traveler in front of the historic Sexton House.
- Key View 10: View of proposed Hollister Avenue roundabout at Dearborn Place from eastbound traveler.
- Key View 11: View of proposed right-hand turn lane and parking improvements from northbound traveler along Kellogg Avenue nearing the intersection with Hollister Avenue.

Locations of all key views are illustrated on the following aerial photographs.

Fowler Road Extension

Existing Visual Character and Quality

The aesthetic character of the area surrounding the proposed Fowler Road extension route, at the south end of the project area, is mostly urban, with much of the land used for commercial/industrial purposes. The fenced area north and east of the proposed roundabout at Fowler Road and Fairview Avenue is located within the airport Approach Zone and the fenced area contains sensitive airport navigation equipment within an otherwise vacant lot. This lot has been previously disturbed and exhibits a low cover of ruderal vegetation (Key View 1). The area immediately south and east of Key View 1 and the proposed roundabout is occupied by commercial and industrial facilities, including but not limited to an automobile wrecking yard, and a small cluster of non-conforming residences. Key View 2 illustrates a view from these receptors. East of the roundabout, numerous utility lines are scattered throughout the area. Surrounding land is primarily flat except for intermittent views of the Santa Ynez Mountains, which rise dramatically behind the cities of Goleta and Santa Barbara. East of the roundabout, the proposed route would traverse the automobile wrecking yard and would meet with the existing South Street alignment at Technology Drive. Multiple automobile-related commercial and industrial activities are located in this area (Key View 3).

Much of the visual quality is degraded due to the presence of the structures and other improvements. For the most part the landscape is not visually vivid, intact, or unified, although some viewpoints of urban elements include expansive views of mountains in the background (see Key View 1). Due to mountain views at some locations, the existing visual quality of this area is rated as moderate.

Existing Viewer Response, Sensitivity, and Exposure

Residents with views of the project from their homes would be most sensitive to change because their views of the project are generally long term. Specifically, inhabitants of the cluster of residences just east of the proposed Fowler/Fairview roundabout have a constant view of the project from a close distance. Workers employed by businesses operating within the Fowler Road extension route area would be considered sensitive viewers because they have frequent opportunities to experience the views from their place of employment and routinely visit on-street activity areas. These views can be fleeting or lengthy in duration and originate from varying distances. Bicyclists and pedestrians would be considered sensitive, as they would be directly within the viewshed and would have relatively lengthy exposure to views while passing through. Motorists would be exposed to views as they travel through the area at moderate to high rates of speed with their attention focused on road conditions. Therefore, the sensitivity of motorists would be less than for a pedestrian or bicyclist.

Key View 1



Existing view of proposed Fowler Road extension location as viewed by an eastbound traveler on Fowler Road

Key View 2



Existing view of proposed Fowler Road/Fairview Avenue roundabout location as viewed from nearby residences.

Key View 3



Existing view of proposed Fowler Road extension location as viewed by a westbound traveler on existing South Street (which would become Fowler Road).

Ekwill Street Extension

Existing Visual Character and Quality

The aesthetic character of the area surrounding the proposed Ekwill Street portion of the project is predominantly urban, with the majority of property used for commercial/industrial purposes. There are some vacant/undeveloped lots, as well as small residential pockets. Goleta's General Plan categorizes the areas through which the proposed extension would be built as general industrial, business parks, visitor servicing, and residential. Much of the visual quality is degraded from previous development. With the exception of the mature trees lining the Old San Jose Creek corridor (located in the vicinity of the new roundabout at Pine Avenue and the proposed Ekwill Street extension), the landscape is not especially vivid, intact or unified.

The western portion of the proposed Ekwill Street extension would travel through what is now the back access to a variety of commercial enterprises that front Daley Street (south of Ekwill Street). These commercial properties are interspersed with approximately three residential properties (Key View 4). There is a large commercial structure on the north side of this portion of the proposed route. Traveling east toward Pine Avenue, the route would parallel Old San Jose Creek, crossing it at the point at which the roundabout would be constructed at Pine Avenue. While there is riverside habitat associated with this old creek corridor, major commercial and industrial developments also adjoin the creek. For instance, a United Parcel Service warehouse and loading dock lie north of the creek and the proposed route before it reaches Pine Avenue. On the east side of Pine Avenue, the route travels just south of a mobile home park, the largest of the few residential areas located within the

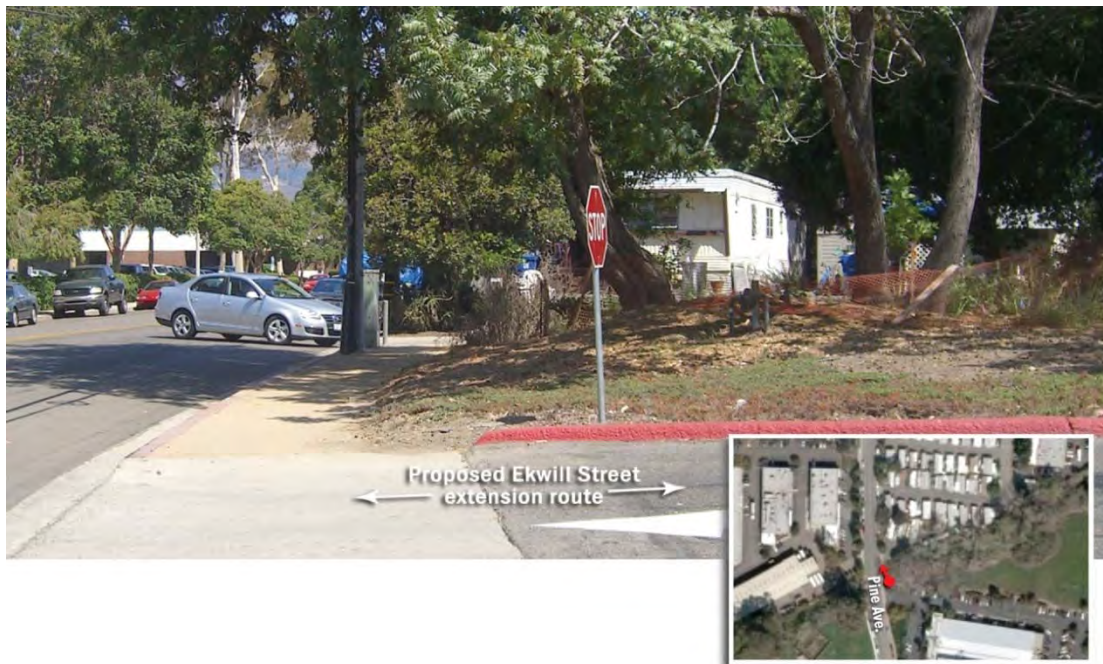
project limits (see Key Views 5 and 6). The eastern segment of the proposed Ekwill Street would traverse an undeveloped lot currently in agricultural cultivation. This lot is surrounded by commercial activities to the north, west, and south (Key View 7).

Key View 4



Existing view of proposed Ekwill Street extension location as viewed at the proposed intersection with Fairview Avenue, looking east.

Key View 5



Existing view from proposed Ekwill Street extension location as viewed looking north to the nearby mobile home park.

Key View 6



Existing view of proposed Ekwil Street extension location as viewed by a southbound traveler on Pine Avenue.

Key View 7



Existing view of proposed Ekwil Street extension intersection with Kellogg Avenue, as viewed by a southbound traveler on State Route 217 looking west.

There are no particularly memorable or vivid features in the Ekwill Street Extension area. Most of the area's natural setting has been altered and disturbed by development and is no longer intact. As a whole, the landscape is not a natural, visually coherent and cohesive aesthetic. Therefore, the existing visual quality of the proposed Ekwill Street extension area ranges from low to moderate, depending on viewpoint.

Existing Viewer Response, Sensitivity, and Exposure

Residents who can see the proposed Ekwill street extension and roundabout from their homes would be most sensitive to change because of the relative permanency of their viewing experience. Specifically, inhabitants of the residences at the southern edge of the mobile home park would have a constant view of the project from a close distance. Workers employed by commercial and industrial establishments within the proposed Ekwill Street area would be considered sensitive viewers because they have frequent opportunities to experience the views from their places of employment and routinely visit on-street activity areas. These views can be fleeting or lengthy in duration, and originate from varying distances. Bicyclists/Pedestrians would be considered sensitive, as they would be directly within the viewshed and would have relatively lengthy exposure to views. Motorists would be exposed to views as they travel through the area at moderate-to-high rates of speed with their attention focused on road conditions. Therefore, motorist sensitivity would be less than that of a pedestrian or bicyclist.

Hollister Avenue Improvements at State Route 217

Existing Visual Character and Quality

The visual character of the area surrounding Hollister Avenue and State Route 217 is typical of an urban freeway interchange (see Key Views 8–10). There are multiple on- and off-ramps, street lights, and traffic signals. To the west of State Route 217/Hollister Avenue is a main business and commercial thoroughfare. For instance, a restaurant and a used car lot sit at the southwest corner of Hollister Avenue and State Route 217. Large commercial signs, intended to be visible to motorists, are scattered along this western section of Hollister Avenue. Commercial activities are more limited immediately east of State Route 217/Hollister Avenue, where a large orchard of lemon trees is located on the south side of Hollister Avenue (east of State Route 217). The Sexton House is set back from the road and surrounded by mature trees at the northeast corner of Hollister Avenue and State Route 217 (see Key View 8).

In general, the visual quality of the area adjacent to the project along Hollister Avenue is low to moderate. The visual power and vividness of the area is not memorable or distinct. The visual landscape, particularly to the west of State Route 217 along Hollister Avenue, is not intact and is an eclectic mix of commercial businesses with minimal landscaping or native foliage. The landscape as a whole has little visual coherence or compositional harmony. However, two areas have some visual unity and, according to the General Plan, should be protected from adverse impacts: the large lemon orchard on the southeastern corner of Hollister Avenue/State Route 217 and the Sexton House to the north of the orchard, across Hollister Avenue, with its attractive landscaping and mature trees. Although the visual

Key View 8



Existing view of the dense vegetation adjacent to the west of the Pacifica Suites Hotel/Sexton House from eastbound traveler on Hollister Avenue south of the on-ramp to northbound State Route 217.

Key View 9



Existing view of proposed Hollister Avenue roundabout location at Ward Drive from westbound traveler in front of the historic Sexton House.

Key View 10



View of proposed Hollister Avenue roundabout location at Dearborn Place from eastbound traveler.

quality of the built environment along Hollister Avenue generally is considered low, the General Plan lists State Route 217 and Fairview Avenue as local scenic corridors because they provide ocean views (in the distance to the south) and mountain views (in the distance to the north) beyond the built environment.

Existing Viewer Response, Sensitivity, and Exposure

Motorists would comprise the largest number of viewers in this part of the project. Motorists would be traveling through the area at moderate speed and with brief exposure while traveling. Workers would be considered sensitive viewers because they have frequent opportunities to experience the views from their places of employment and routinely visit on-street activity areas. However, many of the views of the area from these businesses are obscured by the built environment, parked cars, signs, and trees, so these viewers also do not have lengthy views of the area.

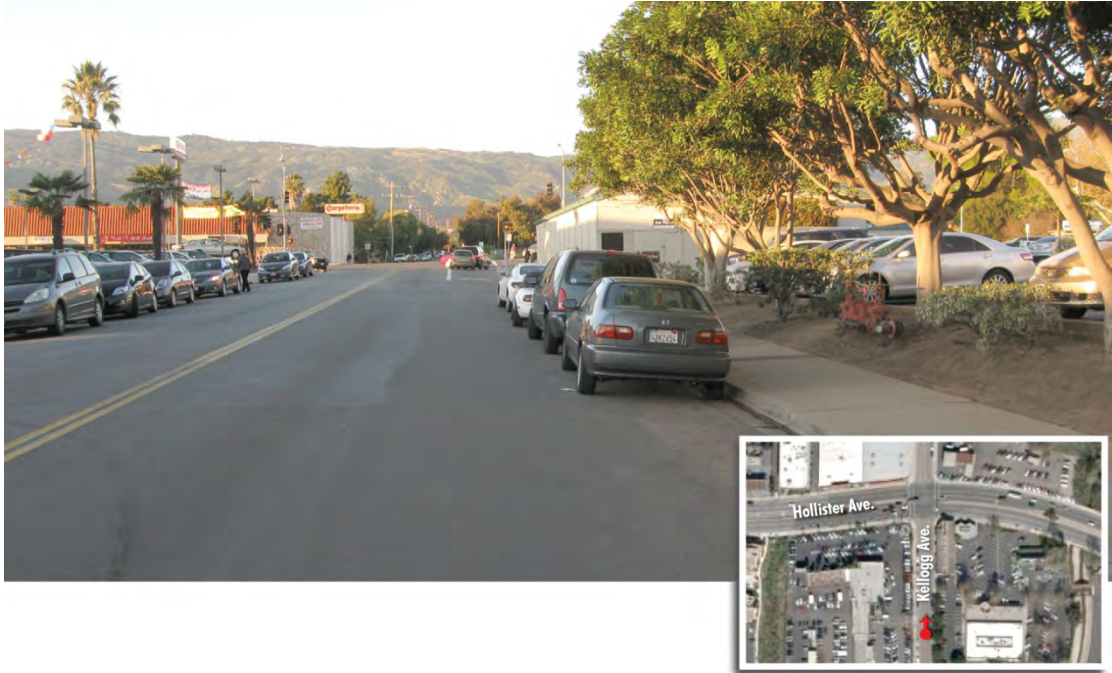
Goleta has identified Hollister Avenue intersections at Fairview Avenue and at State Route 217 as areas that should be enhanced in the future to create prominent gateways to Goleta.

Kellogg Avenue Improvements

Existing Visual Character and Quality

The visual character of the Kellogg Avenue intersection at Hollister Avenue is typical of an urban, developed town landscape (see Key View 11). All of the visual elements of the area have been modified by commercial development. With the exception of the mountains (in the background, looking north from Kellogg Avenue), the quality of the visual environment is degraded due to this commercial development. The area is dominated by car dealerships,

Key View 11



View of proposed right-hand turn lane and parking improvements location from northbound traveler along Kellogg Avenue nearing the intersection with Hollister Avenue.

large commercial warehouse-type buildings and associated paved parking areas. Little landscaping has been included at any of the existing business sites, and no native foliage remains. There are no considerable natural, memorable visual features that remain intact. The visual quality of the area is low.

Existing Viewer Response, Sensitivity, and Exposure

Bicyclists and pedestrians would be considered sensitive, as they would be directly within the viewshed and would have relatively lengthy exposure to views. Workers employed by nearby commercial and industrial establishments would be considered sensitive viewers because they have frequent opportunities to experience the views from their places of employment and routinely visit on-street activity areas. These views can be fleeting or lengthy in duration, and originate from varying distances. The businesses have limited views of the area and viewing duration would be short term. Motorists would constitute the largest number of viewers in this area. However, their views would consist of limited exposure as they travel through the area at moderate-to-high rates of speed with their attention focused on road conditions. Therefore, motorist sensitivity would be less than that of a pedestrian or bicyclist.

Table 2-6 provides a summary of existing visual quality at all key views.

Table 2-6. Visual Quality at Key Views Under Existing Conditions

Key View	Vividness (V)	Intactness (I)	Unity (U)	Average ((V+I+U)/3)	Visual Quality Rating
1	4	3	3	3.3	Moderate
2	3	4	4	3.7	Moderate
3	2	2	2	2.0	Low
4	2	2	2	2.0	Low
5	4	4	4	4.0	Moderate
6	3	3	2	2.7	Low/moderate
7	3	3	2	2.7	Low/moderate
8	3	3	2	2.7	Low/moderate
9	3	3	2	2.7	Low/moderate
10	2	2	2	2.0	Low
11	3	2	2	2.3	Low

Acronyms/Notes:

Vividness = power/memorability

Intactness = visual integrity

Unity = harmony/coherence

Note: Vividness, intactness, and unity are each given a rating of 1 to 7, with 1 having very low quality and 7 having very high quality. Visual quality of the landscape is the average of the ratings for vividness, intactness, and unity (Visual quality = [(vividness + intactness + unity)/3]).

2.1.6.4 Thresholds of Significance

Appendix G contains the following thresholds, which are also included in the Goleta Thresholds Manual. A significant impact on aesthetic and visual resources would be expected to occur if the project would:

- 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

2.1.6.5 Project-specific Impacts

The following section assesses the degree of visual change that would be brought about by the project and evaluates the extent to which viewers would adversely respond to such changes. The analysis is based on the project description, including the landscape plan (see figures 2-12a-f).

a, c, and d)

Construction Impacts

Short-term impacts would result from the project. Because the improvements are generally on or near the ground surface in all segments of the project, and do not involve construction of substantial vertical components (e.g., overpasses, sound walls), the construction impacts throughout the project area would be fairly uniform and consistent. The short-term impacts would be associated with visual impacts from the presence of equipment and materials. Other potential visual impacts would result from construction staging activities on properties directly abutting the project area. Because construction impacts are temporary, construction-related effects on visual resources are not considered substantially adverse.

Construction near light-sensitive receptors (i.e., residential areas, hotels) would be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Exceptions to these restrictions may be made in extenuating circumstances on a case by case basis at the discretion of the Goleta Director of Planning and Environmental Services. Therefore, significant nighttime glare associated with the presence of temporary lighting for construction activities is not expected.

Operational Impacts

Upon completion of construction, the new roadways, landscaping, other improvements, and roadway activity (specifically, automobile, bike, and pedestrian traffic) would be visible to viewers. However, these improvements would occur almost entirely at grade, would be located in an existing urban setting and would be landscaped (see Chapter 1). The project's landscape plan will be reviewed and approved by the Goleta Design Review Board and, within the City of Santa Barbara, the Santa Barbara Architectural Board of Review. As a result, the project would have only a low-to-moderate level of visual resource change. The overall commercial and industrial aesthetic would remain intact. While a larger number of cars and people would be traveling through southern Old Town, the improved, landscaped roadway corridors would, in some locations, enhance rather than detract from the existing visual character and quality. The visual character of other views, e.g., KV-2, would change, although these changes would not reduce the overall visual character or quality of the area.

The road extensions would introduce streetlights that would increase the amount of nighttime lighting in a few locations, but existing mature trees and new landscaping are expected to avoid or minimize adverse nighttime effects to the few residents that live along the project. The project would not have a substantial adverse effect on lighting or glare.

Table 2-7 provides a summary of project effects on visual quality at all key views.

In summary, the project would not result in substantial adverse impacts to visual resources. Viewer sensitivity ranges from low for commuting motorists to high for residents with direct views of the project. Nonetheless, visual quality under the project would remain low to moderate overall. The project would not adversely affect scenic mountain views north of Goleta and Santa Barbara because the improvements would be on or near the ground surface and have minimal vertical components. Any vegetation removed during the construction process would be replaced with like vegetation to the fullest extent practicable. In addition, the proposed roadways and roundabouts include cohesively designed landscaping, bike lanes,

Table 2-7. Visual Quality at Key Views Under Proposed Conditions

Key View	Vividness	Intactness	Unity	Existing Quality ¹	Quality Under Proposed Conditions ²	Change from Existing Conditions	Visual Quality Rating
1	4	3	3	3.3	3.3	0	Moderate
2	3	4	5	3.6	4.0	+0.4	Moderate/high
3	2	2	2	2.0	2.0	0	Low
4	2	2	2	2.0	2.0	0	Low
5	4	4	5	4.0	4.3	+0.3	Moderate/high
6	3	3	2	2.6	2.6	0	Low/moderate
7	3	3	2	2.6	2.6	0	Low/moderate
8	3	3	2	2.6	2.6	0	Low/moderate
9	2	2	2	2.6	2.0	-0.6	Low
10	2	2	2	2.0	2.0	0	Low
11	2	2	2	2.0	2.0	0	Low

1 Average of analysis components such as vividness, intactness, unity.

2 Average of same components, estimated based on project data.

Acronyms/Notes:

Vividness = power/memorability

Intactness = visual integrity

Unity = harmony/coherence

Note: Visual quality of the landscape is the average of the ratings for vividness, intactness, and unity (Visual quality = [(vividness + intactness + unity)/3]). Vividness, intactness, and unity are each given a rating of 1 to 7, with 1 having very low quality and 7 having very high quality.

sidewalks, light standards, and other elements that would enhance the visual character of the area. Therefore, adverse project impacts would be less than significant.

Table 2-8 provides a summary of the project’s overall visual impacts.

b) The project site is not located within an officially designated scenic highway as mapped by the California Scenic Highway Mapping System. Therefore, the project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway and no project impact would result.

2.1.6.6 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project.

2.1.6.7 Impacts of the No-Project Alternative

The No-Project Alternative does not include any changes to the visual environment; as such, no adverse or beneficial impacts would occur with the No-Project Alternative.

2.1.6.8 Mitigation Measures

The General Plan identifies a number of policies and measures that are required to avoid substantial adverse impacts to visual and aesthetic resources, and are listed in this issue area’s regulatory framework, above. Future developments located in Goleta are required to be consistent with these policies and measures. Therefore, no mitigation is required.

Table 2-8. Summary of Project Impacts by Key View

Project Component	KV #	Visual Resources (Existing)		Viewer Response to Key View (Existing)		Change to Visual Resources (Proposed)		Viewer Response to Key View (Proposed)		Post-Project Impact*
		Visual Character	Visual Quality	Viewer Sensitivity	Viewer Exposure	Visual Character	Visual Quality	Viewer Sensitivity	Viewer Exposure	
Fowler Road Extension	1	Vacant lot/distant mountains	Moderate	Low/moderate	Low/moderate	Minimal	Moderate	Low/moderate	High	Moderate
	2	Airport/distant mountains	Moderate	Moderate/high	Moderate/high	Minimal	Moderate	Moderate	High	Moderate
	3	Urban/industrial	Low	Low	Low/moderate	Minimal	Low	Low	Moderate	Low/moderate
Ekwill Street Extension	4	Urban/commercial	Low	Low/moderate	Low/moderate	None	Low	Low/moderate	Moderate	Low/moderate
	5	Mobile home park/Old San Jose Creek	Moderate	Moderate/high*	Moderate	None	Moderate	Moderate	Moderate/high	Moderate
	6	Urban /commercial	Low/moderate	Low/moderate	Low/moderate	None	Moderate	Low/moderate	Moderate	Low/moderate
	7	Urban /agriculture	Low/moderate	Low/moderate	Low/moderate	None	Low	Low/moderate	Moderate	Low/moderate
Hollister Avenue Roundabouts	8	Urban /commercial	Low/moderate	Low/moderate	Low/moderate	None	Moderate	Low/moderate	Moderate	Low/moderate
	9	Urban /roadway	Low/moderate	Low	Moderate	None	Moderate	Low	High	Moderate
Kellogg Avenue Improvements	10	Urban /roadway	Low	Low	Moderate	None	Low	Low	High	Low/moderate
	11	Urban /roadway	Low	Low	Low	None	Low	Low	Moderate	Low/moderate

* Sensitivity rating reflects views south from the mobile home park.

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2.1.6.9 Residual Impacts

Residual project impacts to visual and aesthetic resources would be considered less than significant.

2.1.7 Cultural Resources

2.1.7.1 Regulatory Setting

“Cultural resources” as used in this document refers to historic and archaeological resources, regardless of significance. Laws and regulations dealing with historic and archaeological resources include the following:

Federal

The National Historic Preservation Act of 1966, as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (Title 36 of the Code of Federal Regulations, Section 800).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act (codified in 49 U.S.C. Section 303 and 23 U.S.C. Section 138), which regulates the “use” of land from historic properties. See Appendix J for specific information regarding Section 4(f).

State

California Environmental Quality Act

CEQA is the primary regulation governing projects under state and local jurisdictions that may affect cultural resources. Under CEQA, both state and local agencies are required to consider potential significant environmental impacts to cultural resources as a result of projects. State CEQA Guidelines Section 15064.5 defines three ways, which are summarized below, that a property may qualify as a historical resource for the purposes of CEQA review:

- The resource is listed in or determined eligible for listing in the California Register of Historic Places.
- The resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resource survey that meets the requirements of Section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record.

A cultural resource shall be considered historically significant if it meets the criteria for inclusion in the California Register of Historic Places if it:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage
- Is associated with the lives of persons important in our past

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Has yielded, or may be likely to yield, information important in prehistory or history

CEQA, California Public Resources Section 21083.2, defines a unique archaeological resource, in summary, as an archaeological artifact, object, or site that contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest of its type or the best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person.

The Native American Heritage Statute, California Public Resources Code Section 5097.9, states, among other things, that “No such agency or party [shall] cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine...”

Regulations on human remains provide that the disturbance of human remains without authority of law is considered a felony (Health and Safety Code Section 7052). If human remains are Native American in origin, they are within the jurisdiction of the Native American Heritage Commission (Health and Safety Code Section 7052.5c, Public Resources Code Section 5097.98).

According to state law (Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98), if human remains are discovered or recognized in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The county coroner has been informed and has determined that no investigation of the cause of death is required, and
- If the remains are of Native American origin:
 - The descendants from the deceased Native Americans have made a recommendation to the land owner or person responsible for the excavation work for means of treating or disposing of with appropriate dignity the human remains and any associated grave goods as provided in California Public Resources Code Section 5097.98, or
 - Native American Heritage Commission was unable to identify a descendent or the descendent failed to make a recommendation within 24 hours after being notified.

According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

Regional, County, City

A portion of the proposed Fowler Road improvements is located on Santa Barbara Airport property and, as a result, the Fowler Road improvements are subject to the 2002 Santa Barbara Master Environmental Assessment and its cultural resources section, Guidelines for Archaeological Resources and Historic Sites and Structures. This portion of the project is also subject to requirements of the 2009 Master Archaeological Resources Assessment for

the Santa Barbara Municipal Airport, which guides development in areas within the airport's jurisdiction.

2.1.7.2 Existing Setting

The following analysis is based on the following three technical reports:

- Historic Properties Survey Report, Ekwill Street and Fowler Road Extensions Project, October 2009
- Supplemental Historical Resources Evaluation Report, May 2009
- Archaeological Survey Report for the Ekwill Street and Fowler Road Extensions Project, September 2009.

The following section summarizes information contained in the October 2009 Historic Properties Survey Report for the Ekwill/Fowler Project, which includes as attachments a Supplemental Archaeological Survey Report completed in September 2009, and a Supplemental Historical Resources Evaluation Report completed in May 2009. Much of the archaeological area of potential effect was previously assessed as having no archaeological resources and no architectural resources eligible for listing in the National Register of Historic Places based on the 2000 Historic Property Survey Report for Goleta Old Town Transportation Improvements.

The archaeological area of potential effect for the project is defined as the area of temporary and permanent ground-disturbing activities (see Figure 2-13). The architectural effect is larger and, in areas that have not been previously evaluated for cultural resources and eliminated from consideration, extends one assessor's parcel out from the archaeological area of potential effect to include any properties that might experience indirect impacts from either construction or operation of the project.

Record Search

The archaeological and historic site files of the Central Coast Information Center were consulted, as were the listings of California Historic Landmarks, the California Environmental Resources Evaluation System, the California Register of Historic Resources, and the National Register of Historic Places.

The Sexton House, a historic house of pioneering horticulturalist Joseph Sexton, is listed in the National Register of Historic Places and falls within the project's architectural area of potential effect but is outside the archaeological area of potential effect. The archaeological area of potential effect nearest the Sexton House is confined to the existing Hollister Avenue roadway.

No recorded archaeological sites are located within the archaeological area of potential effect. SBA-2204H, an archaeological deposit associated with the Sexton House, is located within the architectural area of potential effect. The deposit consists of domestic debris from the 19th century located north of Hollister Avenue on the grounds of the historic Sexton House.

Previous Cultural Studies

The record search revealed that the entire archaeological area of potential effect was surveyed for archaeological resources in 1967 and recorded in Archaeological Resources on Fourteen Stream Channels in Coastal Santa Barbara County, California. The 1982 Final Report – Intensive Cultural Resources Survey for the Goleta Flood Protection Program, Santa Barbara County, California, also reported negative results. Since then, most of the archaeological area of potential effect has been resurveyed multiple times, all with negative archaeological results.

In 1999, the Historic Property Survey Report for Goleta Old Town Transportation Improvements was prepared in support of the Goleta Old Town Transportation Improvements Project, which was an earlier configuration of the Ekwill/Fowler Project that included most of the current area of potential effect. The historic property survey report, which included a negative archaeological survey report and a Historic Architectural Survey Report, summarized all relevant previous studies and documented that the archaeological area of potential effect as it was then configured contained no archaeological resources. It is also documented that none of the historic structures present in the architectural area of potential effect as it was then configured were eligible for listing in the National Register of Historic Places. The historic property survey report concluded that no further archaeological or architectural survey work should be necessary unless the project changed to include non-surveyed areas. Based on the historic property survey report and associated documents, the Federal Highway Administration determined that the area of potential effect defined in 2000 contained no historic properties and the undertaking would have no effect on historic properties. On October 12, 2000, the California Office of Historic Preservation concurred.

Additional Surveys

Subsequent design changes to the project required revisions to the archaeological and architectural areas of potential effect and survey of additional areas that had not been documented in the earlier reports. The following describes additional surveys conducted and documented in the 2009 Supplemental Archaeological Survey Report and the May 2009 Supplemental Historical Resources Evaluation Report.

Supplemental Archaeological Surveys and Sensitivity Assessment

An archaeological field survey was conducted for the City of Goleta (Goleta) in October of 2004. This survey included all areas not previously inspected. The field survey consisted of systematic pedestrian transects with approximate 5-meter intervals. This systematic survey was supported by inspection of exposed soils and structures, as appropriate. Ground visibility was extremely limited due to both ornamental plants and grasses, and tarmac and pedestrian sidewalks, which are prevalent throughout most of the area of potential effect. Soil exposures derived from rodents and other disturbances were examined for cultural resources.

From May to August, 2006, a supplemental cultural resources survey was conducted of the [potential](#) staging areas. The survey also included other portions of the area of potential effect that had not been surveyed in 2004 or covered under the historic property survey report conducted in 2000. Where possible, survey was performed by walking 5-meter transects.

Where roads, buildings, or pavement covered the ground surface, survey was opportunistic and exposed ground was examined where present. Ground visibility was limited in several areas by the presence of vegetation, modern trash, and what appeared to be mulch. Visibility issues are not considered problematic because all areas have been subject to previous survey by multiple investigators and no archaeological sites have been identified in the Supplemental Archaeological Survey Report.

No archaeological sites were discovered during the surveys. The only artifact discovered was an isolated quartzite core located in a [potential](#) staging area that had been previously tested with backhoe trenching. No archaeological resources were found during the trenching project and most soil was determined to be imported fill. The isolated artifact was probably brought in with the fill and is not considered a significant or unique archaeological resource under any federal, state, or local criteria.

No other archaeological resources were found during the surveys.

In 2009, the City of Santa Barbara Airport Department completed the Master Archaeological Resources Assessment of its property and identified various zones of sensitivity. The proposed Fowler Road improvements are located within the Low Native American Sensitivity Zone, indicating there is a low potential the area contains buried Native American resources.

Supplemental Historical Resources Evaluation Report

Subsequent to preparation of the 2000 historic property survey report, revisions to the project design included some areas that had not been previously inventoried for cultural resources. As a result, the 2009 Supplemental Historical Resources Evaluation Report was prepared that described additional historic architectural survey of the area of potential effect. The following resources were consulted during preparation of the 2009 study: the National Register of Historic Places, Index of Listed Properties; Office of Historic Preservation Historic Property Data Files for Santa Barbara; Index of California Historical Landmarks; City of Goleta List of Historic Resources; City of Goleta, Planning and Environmental Services Department, Current Planning Division: property records for 5490 Hollister Avenue/Sexton House and 5544 Hollister Avenue; County of Santa Barbara, Permits and Planning files for 5490 Hollister Avenue and 5544 Hollister Avenue.

In addition, the following facilities were visited for further research: the City of Santa Barbara Public Library, Main Branch; the County of Santa Barbara Assessor's Office; the County of Santa Barbara, Surveyor's Office; the County of Santa Barbara, Hall of Records; the Santa Barbara Historical Society, Gledhill Library; the Santa Barbara County Genealogy Society Library; the University of California, Santa Barbara, Davidson Library, Special Collections; and the University of California, Santa Barbara, Davidson Library, Maps and Imagery Laboratory.

Historic-period resources are described below and their locations illustrated on Figure 2-13.

The Sexton House and SBA-2204H. The Joseph and Lucy Foster Sexton House is located at 5490 Hollister Avenue and within the architectural area of potential effect. This is the second home built on this tract of land by pioneering horticulturalist Joseph Sexton, who

developed the soft-shelled walnut on orchards attached to this property. The house has been prominent in Goleta for over a century and once served as a social gathering spot. The Pacifica Suites Hotel currently owns and occupies the land that contains the Sexton House, associated structures, and SBA-2204H.

The Sexton House, including its water tower, landscaping, and associated archaeological deposit, was listed in the National Register of Historic Places in 1992 (National Register of Historic Places #91002033) and is consequently an historic resource for the purposes of CEQA considerations.

Property at 469 Kellogg Way. In 1982, 469 Kellogg Way, a homestead house thought to have been built in 1885 by Peter J. Begg, was evaluated as part of a cultural resource survey encompassing part of the Goleta Valley. The report concluded that the house was eligible for listing in the National Register of Historic Places because of its association with the history of Scots immigrants into the Goleta Valley during the late nineteenth and early twentieth century and because it represented a rare surviving example of the Carpenter Gothic Style in the Goleta Valley.

However, the 1982 evaluation was not prepared by an architectural historian and re-evaluation in 2009 has determined that 469 Kellogg Way is not eligible for listing in the National Register of Historic Places because: 1) the house is not in its original location and its ability to convey its original association with the history of the Goleta Valley has been impaired, 2) its association with the Begg family during the 1880s could not be verified, 3) the house has undergone numerous alterations, and 4) the house is no longer associated with its original function as an agricultural farmhouse. This property does not meet criteria for listing in the National Register of Historic Places or the California Register of Historic Resources and does not constitute a historical resource for the purposes of CEQA. The California Office of Historic Preservation has concurred (see Appendix E).

Other properties evaluated in preparation of the Supplemental Historical Resources Evaluation Report include three wood-frame houses. These properties are not eligible for listing in the National Register of Historic Places or the California Register of Historic Resources, and the California Office of Historic Preservation has concurred (see Appendix E). Therefore these properties are excluded from further consideration as they do not constitute historical resources or historic properties.

No other cultural resources within the area of potential effect qualify as an historical resource, a unique archaeological resource, or a historic property.

Native American Consultation

Prior to 2006, the California Native American Heritage Commission was consulted to obtain a listing of Native American individuals and organizations to be consulted regarding this project. Native Americans were contacted by letter to notify them of the project. Contact records indicate that Chairwoman Adelina Alva-Padilla of the Santa Ynez Chumash Elder's Council and Barbareño Elder Ernestine DeSoto both requested that Native American monitors be present when ground-disturbing activities take place.

On August 6, 2006, the Native American Heritage Commission was contacted for an updated list of Native American individuals and organizations to be contacted regarding the study area. A response was received on August 11, 2006. New letters to identified Native American contacts were sent by certified mail on August 14, 2006, describing the project and requesting information or a statement of concerns regarding cultural resources. Follow-up phone calls were made two weeks later. All who responded to the letters or phone calls expressed concern over the possibility that the project might result in damage to sensitive resources, and requested that Chumash and archaeological monitors be present during construction.

2.1.7.3 Thresholds of Significance

CEQA Guidelines, Appendix G state that a significant impact on cultural resources would be expected to occur if the project would:

- 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

Additional thresholds contained in Goleta's Environmental Thresholds and Guidelines Manual are analogous to the CEQA thresholds. Goleta'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.

2.1.7.4 Project-specific Impacts

Construction and Operational Impacts

a- b) The archaeological area of potential effect contains no archaeological resources listed in or eligible for listing in the National Register of Historic Places or the California Register of Historic Resources. The project would have no effect on known archaeological resources. Building the road extensions would disturb the ground between two and four feet deep. Previous construction activities in and adjacent to the Goleta Slough are known to have buried some archaeological resources and there is a low potential that construction of the project could result in the discovery and disturbance of a buried archaeological resource.

The architectural area of potential effect contains only one historic property. The Sexton House is a National Register property located at 5490 Hollister Avenue. The Sexton House property, including structures, landscaping, and archaeological deposit, would not be directly or indirectly affected. The project includes a roundabout that would be located adjacent to the property but construction would not result in direct effects. As the project consists of road work in the middle of an existing roadway and State Route 217, the roundabout would not

change the setting, historical context, view or access to the Sexton House property, and the project would have no indirect effect on the property.

Caltrans has consulted with the California Office of Historic Preservation in compliance with Section 106 of the National Historic Preservation Act. The Office of Historic Preservation has concurred with Caltrans' findings that the project would have no adverse effects on historic properties (see Appendix E).

2.1.7.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project.

2.1.7.6 Impacts of the No-Project Alternative

The No-Project Alternative will have no effect on cultural resources because there would be no construction that could potentially uncover cultural resources.

2.1.7.7 Mitigation Measures

Due to the absence of impacts, no mitigation measures are required. However, the following measures shall be implemented to avoid and minimize any potential impacts to undiscovered cultural resources that may be encountered during construction of the project or the Fowler Road Extension Alternative.

CUL-1: Archaeological Monitoring and Discovery. All initial grading and excavation within Goleta shall be monitored by a qualified archaeologist and a Chumash Native American observer. The archaeologist shall meet the professional qualifications defined in the Secretary of the Interior's Standards and Guidelines for archaeology. Prior to construction, a brief archaeological monitoring plan shall be prepared and approved by Goleta in order to ensure that any unexpected discoveries of cultural resources shall be treated adequately and efficiently. The plan shall include, but is not limited to, the following stipulations:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find. Goleta shall be immediately notified. If resources are discovered that are considered potentially eligible for listing in the California Register of Historic Resources, then they shall be addressed under the procedures set forth in CEQA, California Public Resources Code Section 15064.5. If the resources are located in Santa Barbara, they shall be addressed under procedures set forth in the 2009 Master Archaeological Resources Assessment for the Santa Barbara Airport, Santa Barbara, California. Reasonable efforts to protect the resources in place through capping shall be required. Any capping program shall be designed in consultation with the National Archaeological Clearinghouse for Archaeological Site Stabilization at the University of Mississippi. If data recovery through excavation is the only feasible mitigation, and if the cultural materials are of Native American origin, Goleta shall confer with the Chumash Native American observer and a data recovery plan shall be prepared and implemented.

- [Provisions for the curation of recovered artifacts, per CEQA Guidelines 15126.4\(5\)\(b\)\(3\)\(C\), in consultation with culturally affiliated Native Americans.](#)
- If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the Native American Heritage Commission who shall then notify the Most Likely Descendent. At this time, the person who discovered the remains shall contact Goleta and, if the discovery is within the Caltrans right-of-way, Caltrans, so that the agencies may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code 5097.98 are to be followed as applicable.

Plan Requirements and Timing: The archaeological monitoring plan shall be submitted for review and approval to Goleta prior to construction. The plan shall include the names and resumes for both the qualified archaeologist and Chumash Native American observer. In addition, the following note shall be placed on all grading plans:

- “If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. The City of Goleta will be immediately notified.
- “If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent. At this time, the person who discovered the remains will contact the City of Goleta Planning and Environmental Services Department so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.”

Monitoring: A final written monitoring report shall be prepared by the archaeological monitors and submitted to Goleta staff at completion of the project.

CUL-2: Crew Education. Prior to construction, the project archaeologist shall conduct a brief workshop for construction personnel to describe the roles and responsibilities of the archaeological monitor and Chumash Native American observer, identify procedures that shall be followed in the event of unanticipated discoveries, describe regulatory protections of archaeological resources, and identify penalties for unauthorized collection or destruction of archaeological resources.

Plan Requirements and Timing: The content of the workshop shall be described in an archaeological monitoring plan that shall be submitted for review and approval to Goleta staff prior to construction.

Monitoring: A sign-in sheet documenting attendance at the workshop shall be submitted to Goleta staff or authorized monitor each week.

CUL-3: Archaeological Resource Investigations within the Santa Barbara Airport. The western portion of the proposed Fowler Road extension and roundabout is within the Santa Barbara Airport property and thus subject to requirements of the Master Archaeological Resources Assessment for the Santa Barbara Municipal Airport, which classifies this portion of the project as a Low Native American Sensitivity Zone. In this zone the following is required:

Prior to construction within this area, Santa Barbara requires subsurface testing by a qualified archaeologist of areas that will be disturbed by excavations deeper than two feet below grade. A Santa Barbara-qualified Barbareño Chumash representative is required monitor the subsurface testing. The investigation shall be structured so it can be easily amplified into a Phase 2 Archaeological Resources Report if buried resources are encountered. If no buried resources are encountered, construction monitoring in this area will not be required. If potentially significant resources are discovered, a Phase 2 evaluation shall be completed in accordance with federal, state, and Santa Barbara criteria. Any required mitigation shall be consistent with Santa Barbara's 2002 Master Environmental Assessment—Cultural Resources section.

Plan Requirements and Timing: The subsurface testing shall be conducted prior to construction and documented in accordance with the Master Archaeological Resources Assessment for the Santa Barbara Municipal Airport requirements and the Santa Barbara Master Environmental Assessment.

Monitoring: The testing and any subsequent reports required by this measure shall be submitted to Santa Barbara Airport Department staff and verified by Goleta staff and/or authorized monitor.

2.1.7.8 Residual Impacts

With implementation of these mitigation measures, residual project impacts to cultural resources would continue to be considered less than significant.

2.1.8 Utilities and Service Systems

2.1.8.1 Regulatory Setting

State

Regional Water Quality Control Board

The State Water Resources Control Board administers water rights, water pollution control, and water quality functions throughout the state. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

Regional, County, City

City of Goleta General Plan/Coastal Land Use Plan

The Public Facilities Element of the Goleta General Plan/Coastal Land Use Plan (General Plan) contains goals, policies, and actions relevant to the discussion of public services. Public policies relevant to the project include:

- Policy PF 3.9, Safety Considerations in New Development
- Policy PF 6, Utilities
- Policy PF 7.6, Coordination of Construction Schedules

The project is consistent with the General Plan policies. See Appendix F for consistency analysis.

2.1.8.2 Existing Setting

Water Supply

The Goleta Water District (Water District) is the water purveyor for the City of Goleta (Goleta). The Water District currently has four sources of water: surface water from the Lake Cachuma Project (9,322 AFY); surface water from the State Water Project (4,500 AFY); ground water from the Goleta basin (2,350 AFY); and recycled water (up to 1,500 AFY). These are expected to be able to provide approximately 17,670 acre-feet per year (AFY) to the Water District through the year 2030. Average current demand for Water District water is 15,554 AFY.

Sewage Disposal

The Goleta West Sanitary District provides sewer service in the project area.

Stormwater Control Facilities

All surface flows from rainfall events in the San Jose Creek watershed flow through the channelized portion of San Jose Creek south to the Goleta Slough. Goleta will soon begin construction of the San Jose Creek Capacity Improvement Project that will, among other benefits, increase the capacity of the creek to protect Southern Old Town from 100-year flood events.

Solid Waste

Solid waste management for Goleta is provided by MarBorg Industries. Solid waste that is not recycled is transferred to the Tajiguas Landfill. The Santa Barbara County Public Works Department owns and operates the Tajiguas Landfill as well as the South Coast Recycling and Transfer Station. The management of solid waste by the Department includes collection, recycling, disposal, and mitigation for illegal dumping. Within Goleta, collection services are provided by MarBorg Industries. Waste generated in Goleta is handled at the South Coast Recycling and Transfer Station where recyclable and organic materials are sorted out. The remaining solid waste is disposed of at the Tajiguas Landfill.

The 80-acre Tajiguas Landfill, located 26 miles west of Santa Barbara, has a permitted capacity of 23.3 million cubic yards and is permitted to operate through 2020. The South Coast Recycling and Transfer Station processes 550 tons of waste per day.

2.1.8.3 Thresholds of Significance

CEQA Guidelines, Appendix G state that a significant impact on utilities and service systems would be expected to occur if the project would:

- 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 insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed
- e) Result in determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments
- f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- g) Not comply with federal, state, and local statutes and regulations related to solid waste

In addition, under Goleta's Environmental Thresholds & Guidelines Manual, a project that would generate 196 tons of solid waste/year, after receiving a 50 percent credit for source reduction, recycling, and composting would result in a project specific, significant impact on Goleta's solid waste stream. Any project generating 40 tons/year, after receiving a 50 percent credit for source reduction, recycling, and composting would be considered to make an adverse contribution to cumulative impacts to Goleta's solid waste stream.

2.1.8.4 Project-specific Impacts

- a) The project site is located within the jurisdiction of the Central Coast Regional Water Quality Control Board. A Stormwater Pollution Prevention Plan has been prepared for the

project in compliance with National Pollutant Discharge Elimination Systems requirements (NPDES) that includes the use of Best Management Practices. Therefore, with compliance with existing regulations, project impact would be less than significant.

b) The project is a roadway improvement project designed to improve access. The project will not require water or wastewater treatment services. Therefore, the project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect and no project impact would result.

c) The proposed road improvements would include construction of stormwater control features that could include inlets and storm drains along the sides of the road. Analyses presented in other sections of this chapter indicate that no significant unavoidable impacts would occur as a result of project construction and operation.

d and e) The project is a roadway improvement project designed to improve access. The project will not require water or wastewater treatment service. Therefore, no project impact will result.

f) Cut and fill activities would be balanced on site so solid waste generated by the project would be generally limited to debris from the demolition of one single family residence, concrete, and asphalt that would be removed from existing streets during construction of roundabouts, and other incidental materials. The Tajiguas Landfill has sufficient capacity to accommodate the solid waste that would be generated by the project.

g) The project is a roadway improvement project designed to improve access. The project will not generate waste as part of long-term project operations. However, the project will generate some waste as part of short-term temporary construction related impacts. Construction related waste would be relatively small and the project will comply with applicable federal, state, and local regulations and statutes related to solid waste. Therefore, project impact would be less than significant.

2.1.8.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project.

2.1.8.6 Impacts of the No-Project Alternative

The No-Project Alternative would not result in any construction and there would be no impacts to utilities and service systems.

2.1.8.7 Mitigation Measures

No adverse impact would occur; therefore no mitigation measures are required.

2.1.8.8 Residual Impacts

No mitigation measures would be required, and no residual impacts would occur.

2.2 Physical Environment

2.2.1 Hydrology and Water Quality

2.2.1.1 Regulatory Setting

Federal

Clean Water Act

In 1972, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System permit. The Federal Water Pollution Control Act was subsequently amended in 1977, and was renamed the Clean Water Act. The Clean Water Act, as amended in 1987, directed that storm water discharges are point source discharges. The 1987 Clean Water Act amendment established a framework for regulating municipal and industrial storm water discharges under the National Pollutant Discharge Elimination System program. Important Clean Water Act sections are as follows:

Sections 303 and 304 provide for water quality standards, criteria, and guidelines.

Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act.

Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges.

Section 404 establishes a permit program regulating the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (Corps of Engineers).

The objective of the Clean Water Act is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

State

Porter-Cologne Water Quality Control Act.

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives) required by the Clean Water Act, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable Regional Water

Quality Control Board Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are state listed in accordance with Clean Water Act Section 303(d) and commonly called “section 303(d) lists”. If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the Clean Water Act requires establishing Total Maximum Daily Loads. Total Maximum Daily Loads establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Board

The State Water Resources Control Board administers water rights, water pollution control, and water quality functions throughout the state. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

The State Water Resources Control Board adopted Caltrans Statewide National Pollutant Discharge Elimination System Permit (Order No. 99-06-DWQ) on July 15, 1999. This permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. National Pollutant Discharge Elimination System permits establish a 5-year permitting time frame. National Pollutant Discharge Elimination System permit requirements remain active until a new permit has been adopted.

In compliance with the permit, Caltrans developed the Statewide Storm Water Management Plan to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Statewide Storm Water Management Plan describes the minimum procedures and practices that Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices. The project would be programmed to follow the guidelines and procedures outlined in the 2003 Statewide Storm Water Management Plan to address storm water runoff or any subsequent Statewide Storm Water Management Plan version draft and approved.

Municipal Separate Storm Sewer System Program

The U.S. Environmental Protection Agency defines a Municipal Separate Storm Sewer System as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the National Pollutant Discharge Elimination System program, the U.S. Environmental Protection Agency initiated a program requiring that entities having Municipal Separate Storm Sewer Systems apply to their local Regional Water Quality

Control Boards for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

Construction Activity Permitting

Section H.2, Construction Program Management of Caltrans' National Pollutant Discharge Elimination System permit states: "The Construction Management Program would be in compliance with requirement of the National Pollutant Discharge Elimination System General Permit for Construction Activities (Construction General Permit)". Construction General Permit (Order No. 2009-009-DWQ, adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a disturbance of soils that is 1 acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

The newly adopted permit separates projects into Risk Levels 1 - 3. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan.

Caltrans' Statewide National Pollutant Discharge Elimination System Permit requires Caltrans to submit a Notice of Construction to the Regional Water Quality Control Board to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction is required to suspend coverage. This process will continue to apply to Caltrans projects until a new Caltrans Statewide National Pollutant Discharge Elimination System Permit is adopted by the State Water Resources Control Board. A Notice of Construction or equivalent form would be submitted to the Regional Water Quality Control Boards at least 30 days prior to construction if the associated disturbed surface area is 1 acre or more. In accordance with Caltrans' Standard Specifications, a Water Pollution Control Plan is used for projects with a disturbed area of less than 1 acre.

During the construction phase, compliance with the permit and Caltrans' Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural Best Management Practices. These Best Management Practices must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology to reduce or eliminate storm water pollution.

Regional, County, City

California Coastal Act (Public Resource Code Sections 30200 et seq.)

A portion of the project lies within both the City of Goleta (Goleta) boundaries and the California coastal zone. For the portion of the project within Goleta's coastal zone, the

Goleta Planning Commission reviews such applications and the California Coastal Commission (Coastal Commission) follows Goleta with Coastal Development Permit authority. Development is reviewed by the Coastal Commission until Goleta's Local Coastal Plan is certified by the Coastal Commission. California Coastal Act requirements include the following sections:

- Section 30231, Biological productivity; waste water quality
- Section 30233, Diking, filling or dredging; continued movement of sediment and nutrients
- Section 30236, Water supply and flood control

City of Goleta Storm Water Management Plan

The Phase II regulations published by the U.S. Environmental Protection Agency designated Goleta as a regulated small Municipal Stormwater System. In response, Goleta has prepared its Storm Water Management Plan, a comprehensive program to establish and implement Best Management Practices to reduce the discharge of storm water pollutants into water bodies and to protect and improve water quality within Goleta. Goleta's Storm Water Management Plan was approved by the Central Coast Regional Water Quality Control Board (Water Board) on February 4, 2010. Goleta is identified as having a Small Municipal Separate Storm Sewer System requiring coverage under the National Pollutant Discharge Elimination System General Permit for Storm Water Discharges from small municipal separate storm sewer systems, Water Quality Order No. 2003-0005-DWQ and CAS000004 (General Permit).

Note that Caltrans' Storm Water Management Plan requirements and storm water design guidance would not apply to Goleta's portion of the project.

City of Santa Barbara Storm Water Management Program

The 2009 City of Santa Barbara Storm Water Management Program serves as the City of Santa Barbara's National Pollutant Discharge Elimination System Phase II Storm Water Management Program prepared in response to State Water Resources Control Board Water Quality Order.

2003-0005-DWQ for National Pollutant Discharge Elimination System Phase II General Permit No. CAS000004 (State General Permit).

This program covers the Santa Barbara Airport, including the western portion of the project.

City of Santa Barbara Coastal Plan, Airport and Goleta Slough (June 1982, as amended May 2003)

This plan incorporates by reference policies in the City of Santa Barbara Seismic Safety/Safety and Conservation Elements that address seismic and other geologic hazards in the Airport and Goleta Slough. These policies adequately fulfill the intent of the Coastal Act with regard to minimizing life and property from geologic, flood and fire hazards.

Both the Fowler Road extension and the western portion of the Ekwill Street extension are within the coastal zone and under the jurisdiction of Goleta and the Coastal Commission, and

portions of these lands lie within the City of Santa Barbara. Goleta does not currently have a certified local coastal plan; therefore it relies on coastal permitting directly from the Coastal Commission (see Appendix F for details of local plans and ordinances).

City of Goleta, General Plan - Safety Element

Goleta's General Plan/Coastal Land Use Plan Safety Element (the safety element) incorporates the applicable requirements of the California Coastal Act (Section 30240 of the Public Resources Code) for the areas of Goleta that fall within the boundaries of the coastal zone. The safety element policy applicable to the project is Policy SE 6.4, Avoidance of Flood Hazard Areas (see Appendix F for details of local plans and ordinances).

City of Goleta General Plan/Coastal Land Use Plan Conservation Element

The Conservation Element of the Goleta General Plan/Coastal Land Use Plan (General Plan) incorporates the applicable requirements of the California Coastal Act for the areas of Goleta that fall within the boundaries of the coastal zone. Conservation Element policies and Transportation Element policies are designed to protect and/or mitigate impacts to Environmentally Sensitive Habitat areas, provide buffers for these sensitive areas, protect streambanks, and address drainage issues (see Appendix F for details of local plans and ordinances).

2.2.1.2 Existing Setting

Surface Waters

The following analysis is based on two technical reports:

- Water Quality Technical Memorandum for the Ekwill Street and Fowler Road Extensions Project, July 2009
- Location Hydraulic Study for the Ekwill Street and Fowler Road Extensions Project in Goleta, California, August 2011

Of the 12 creeks that drain from the foothills of the Santa Ynez Mountains into the Pacific Ocean, San Jose Creek is the principal surface water resource in the project area. San Jose Creek watershed is located within the South Coast Hydrologic Unit and is a tributary to the Goleta Slough watershed. As discussed in the November 2005 Final San Jose Creek Watershed Plan, from its headwaters to the Pacific Ocean, San Jose Creek flows roughly 9 miles south and drains an area of approximately 9.5 square miles.

The project includes the crossing of the San Jose Creek Channel and Old San Jose Creek by Ekwill Street and Fowler Road. In addition, the western roundabout to be built at the intersection of Hollister Avenue and State Route 217 southbound on- and off-ramps would be adjacent to San Jose Creek Channel. Old San Jose Creek continues in a westerly alignment along the northern border of the proposed Ekwill Street extension, and this portion is not channelized. San Jose Creek is the principal creek in the project area. San Jose Creek is roughly 9 miles long and flows from the Santa Ynez Mountains and through the Goleta Valley to the Pacific Ocean. The San Jose Creek watershed drains an area of approximately 9.5 square miles, and is a tributary to the Goleta Slough watershed.

The part of San Jose Creek in and near the project is channelized.

Another channelized tributary to the Goleta Slough located adjacent to the project is San Pedro Creek. It runs along the west side of Fairview Avenue.

In addition to the creeks in the project area, drainages have been built to redirect rainwater. The existing drainages along Hollister Avenue within the project area include catch-basins, drain inlets, concrete and earthen swales, and a culvert. All on-site and offsite concentrated water runoff on the Hollister Avenue portion of the project flows to San Jose Creek via earthen/concrete ditches and storm drain inlets underneath Hollister Avenue.

Surface Water Quality

There are no surface waters within the project area that are listed as impaired on the Central Coast Regional Water Quality Control Board's 2006 303(d) list. The Goleta Slough, which project area creeks and drainages drain into, is listed on the Central Coast Regional Water Quality Control Board's Section 303(d) list as impaired.

Project Clean Water instituted a sampling program to identify pollutants, pollution sources, and any transport of pollutants along San Jose Creek. This program is the basis for treatment efforts.

The Project Clean Water program established five storm water quality monitoring stations along San Jose Creek and tested for a full range of possible pollutants, including during a storm event in 2001/2002.

The San Jose Creek water quality data was presented in the Project Clean Water 2001/2002 Water Quality Analysis Report. The data indicate that all of the water quality pollutants were either not detected, or detected at a level below the water quality objective, with the exception of certain pollutants or contaminants. The pollutants or contaminants that exceeded the water quality objective included 3 pesticides, 2 dissolved metals (low levels of copper and zinc), and coliform bacteria common to many creeks and rivers. The State Ocean Water Quality Standards for body contact and recreation, incorporated by reference into the Central Coast Basin Plan, were used as the standard to determine creek water quality.

Groundwater

The Goleta Groundwater Basin covers the area roughly between Ellwood Canyon on the west, and the Modoc fault. The surface of the basin is drained to the south toward Goleta Slough through local creeks.

The project area lies within the Goleta North-Central Sub-basin, which is within the boundaries of the Goleta Groundwater Basin. Historically, the Goleta Groundwater Basin was in a state of severe overdraft, which resulted in a long-term moratorium on new water connections to the Goleta Water District. The Goleta North-Central Sub-basin has been brought into a state of hydrologic balance in recent years by decreasing reliance on groundwater and using State Water Project water.

The Goleta Groundwater Basin is not considered a sole-source aquifer. Though the Goleta Water District uses the aquifer for some of its water supply, there are other sources, including

the Cachuma Lake reservoir (the Goleta Water District’s primary source), the State Water Project, and recycled water.

Groundwater Quality

Groundwater contains iron, manganese, and hydrogen sulfide at concentrations that exceed federal and state drinking water regulations, so the Goleta Water District is required to remove these dissolved substances. They do this by utilizing both filtration and oxidation. Additionally, the Central Coast Basin Plan establishes objectives for groundwater quality in the Goleta Groundwater Basin. These objectives are intended to serve as a baseline for evaluating water quality. The median values established for groundwater in the Goleta Groundwater Basin are stated in Table 2-9.

Table 2-9. Median Groundwater Objectives (mg/L)¹

	Total Dissolved Solids	Chloride¹	Sulfate¹	Boron¹	Sodium¹	Nitrite^{1,2}
South Coast – Goleta	1,000	150	250	0.2	150	5

Source: State Water Resources Control Board 2006

1 Objectives shown are median values on data averages; objectives are based on preservation of existing quality or water quality enhancement following control of point sources.

2 Measured as nitrogen.

Floodplains

The Federal Emergency Management Association has mapped floodplain boundaries for local creeks based on estimated rainfall, runoff, and creek flow rates that would occur during a 100-year storm. The 100-year storm, or “base flood,” is a rainfall event that has a 1 percent chance of occurring, of being equaled or exceeded, in any given year.

Most of the project is currently within the floodplain and subject to 100-year storms. However, Goleta’s San Jose Creek Capacity Improvement Project is currently under construction and will remove most of southern Old Town, including the majority of the project area, from the 100-year floodplain and eliminate flood hazards. The San Jose Creek Capacity Improvement Project is scheduled to be completed in 2014. A portion of the Ekwill/Fowler Project will remain in the floodplain west of Old San Jose Creek. The San Jose Creek Capacity Improvement Project will be built prior to the Ekwill/Fowler Project, which is scheduled to be completed in 2016. This document, therefore, analyzes hydrological and floodplain impacts from the project with these future conditions as baseline.

Seiche, Tsunami, or Mudflow

The project site is not located in an area that could be affected by seiche or mudflows. The U.S. Geological Survey and California Geological Survey have recently evaluated the portion of the coastline that would be potentially affected by a tsunami generated by an earthquake on a fault located offshore of the south coast. The project is not within the tsunami inundation area.

2.2.1.3 Thresholds of Significance

Thresholds used to determine the significance of impacts related to surface water hydrology, water quality, and flood hazards are presented below, and are grouped to reflect the organization of this section.

Surface Water Hydrology

State CEQA Guidelines, Appendix G state that a significant impact related to surface water hydrology could be expected to occur if the project would:

- a) 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
- b) 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
- c) 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
- d) 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)

Water Quality

Further, CEQA Guidelines state that a significant impact related to water quality could be expected to occur if the project would:

- e) Violate any water quality standards or waste discharge requirements
- f) Otherwise substantially degrade water quality

Flood Hazards

A significant impact related to flood hazards could be expected to occur if the project would:

- 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) Expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow

In addition, Goleta's Environmental Thresholds & Guidelines Manual assumes 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.

2.2.1.4 Project-specific Impacts

The project's impacts relative to surface water hydrology, water quality, and flood hazards are discussed below.

Impacts to Surface Water Hydrology

Alterations to Site Drainage

a, b) The San Jose Creek Capacity Improvement Project will be completed in 2014, prior to implementation of the Ekwil/Fowler Project. The majority of the project area would no longer be within a 100-year floodplain following completion of the San Jose Creek Capacity Improvement Project. A portion of the Ekwil/Fowler Project will remain in the flood plain west of Old San Jose Creek. However, the elevations of the proposed improvements in this zone are not expected to substantially alter site drainage.

With the project, inlets and storm drains would be built to convey 25-year storm waters according to the requirements of Goleta and the County. New free-span culverts will be built over Old San Jose Creek at Fowler Road and Ekwil Street to allow the existing drainage patterns to continue. Project construction could temporarily increase erosion but would comply with the NPDES Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan and other Best Management Practices that would reduce soil erosion and prevent loss of topsoil. Because the drainage patterns would not change substantially, and because the project would not substantially increase peak runoff volumes or velocities, changes in erosion or deposition rates downstream of the project site are not expected. In addition, because any increases in runoff volume would be minimal, flooding in downstream areas as a result of the project would not occur.

Potential impacts would be less than significant, and would be further reduced through implementation of the mitigation measures. See Section 2.2.3 Geology and Soils for more details.

Increases in Stormwater Runoff

c) Implementation of the project would increase impervious surfaces in the area by approximately 4.8 acres. Impervious surfaces are generally associated with “flashy” hydrography and increased peak flows, as these surfaces do not allow for the storage or retention of flows in the soil, and instead discharge precipitation immediately as runoff. While the new impervious surfaces would be likely to result in some increases in peak flow, these increases would not be substantial due to the limited extent of the impervious surfaces proposed. Considering the information above, Project-related increases in stormwater runoff would be minimal, and would not exceed the capacity of existing or planned stormwater conveyance infrastructure (especially considering the San Jose Creek Capacity Improvement Project, described above). Impacts would therefore be less than significant. Additionally, the

mitigation measures identified in this section would further reduce these impacts. The project is required to comply with General Plan policies applicable to water quality and the requirements of the Construction General Permit (Order No. 2009-0009-DWQ) effective July 1, 2010 (see below).

Effects on Groundwater Levels

d) The Project site is within the service area of the Goleta Water District, and it is anticipated that water supplies needed for construction of the project and site landscaping would be acquired from this purveyor. Thus, no extraction of groundwater would be required for project implementation.

Because the project site is near the coast, the groundwater table underlying the project alignment is shallow and may occur as little as 5 feet below ground surface. Dewatering and other construction activities could potentially encounter groundwater. If installation of the arched culverts at the Ekwill Street and Fowler Road creek crossings intrudes into the groundwater, dewatering would be required to enable construction activities. However, the volume displaced by dewatering would not be substantial relative to the volume of the Goleta North-Central Sub-basin, and would be discharged outside the work area and permitted to infiltrate back into the groundwater basin. Construction activities would not substantially deplete groundwater supplies, and would not interfere substantially with groundwater recharge.

In the long term, the 4.8 acres of new impervious surfaces created by the project are not likely to substantially reduce the rates of infiltration and groundwater recharge in the area, as this acreage is negligible compared to the total acreage available for infiltration of surface flows into the Goleta North-Central Sub-basin. Local and regional groundwater resources would not be substantially affected by the project, and impacts related to changes in groundwater levels would be less than significant.

Impacts to Water Quality

Exceedance of Water Quality Standards and Waste Discharge Requirements

e) During construction, earth-moving activities such as excavation and grading would result in soil disturbance. Disturbed soils can be susceptible to high rates of erosion from wind and rain, and these processes can result in sediment transport from the project area via storm water runoff. Runoff from construction sites can include sediments and contaminants such as oils, fuels, paints, and solvents, and these substances can adversely affect receiving waters which they enter. [For example, construction materials, waste handling, and the use of construction equipment could also result in storm water contamination and adversely impact water quality. Spills or leaks from heavy equipment and machinery can result in oil and grease contamination. Staging areas can also be the source of pollution due to the nature of materials typically stored and used at these sites, including paints, solvents, cleaning agents, fuel, oils, and hydraulic fluids.](#)

Because the project is required to comply with applicable federal and state regulations protecting water quality, exceedances of applicable water quality standards would not be

permitted. Compliance with the NPDES Construction General Permit would ensure that impacts are less than significant. NPDES requirements are summarized below.

A copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the Central Coast Regional Water Quality Control Board will be submitted by Goleta.

Because the project involves soil disturbance of more than 1 acre, the project will adhere to the conditions of the National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction Activities (Order No. 2009-0009-DWQ [effective July 1, 2010], National Pollutant Discharge Elimination System No. CAS000002). Per the new Construction General Permit requirements, a risk level assessment will be required for the project, which would dictate any additional requirements needed.

Compliance with the National Pollutant Discharge Elimination System permit includes the development of the Storm Water Pollution Prevention Plan. The Storm Water Pollution Prevention Plan will incorporate appropriate Best Management Practices to control storm water runoff during construction activities. Approved erosion control Best Management Practices are described in the 2003 Caltrans Construction Site Best Management Practices Manual. In addition, for areas outside the Caltrans rights-of-way, the Storm Water Pollution Prevention Plan will incorporate relevant Best Management Practices referenced in Goleta Stormwater Management Plan and, for portions of the Fowler Road extension and roundabout within the City of Santa Barbara, the City of Santa Barbara Storm Water Management Program and Storm Water Best Management Practices Guidance Manual.

As part of the Storm Water Pollution Prevention Plan, the project includes a sampling and analysis plan for non-visible pollutants. The contractor will be required to sample any storm water or non-storm water discharges that may have had contact with non-visible pollutants. Furthermore, officers of the various jurisdictions are given the authority to inspect construction areas with evidence of storm water contamination, illicit discharges of non-storm water to the storm drain system, or similar factors. Officers may also establish conditions and requirements related to the reduction or elimination of pollutants in storm water runoff from a given site within the project area and require the contractor's compliance.

Temporary erosion/sedimentation control and water quality measures will be defined in detail in the project Storm Water Pollution Prevention Plan and designated as line items in the project's Plans, Specifications, and Estimate. Typical Best Management Practices that could be incorporated into the Storm Water Pollution Prevention Plan will include, but are not limited to, the following temporary construction Best Management Practices:

- Diversion of off-site runoff away from the construction site
- Vegetation of landscaped/grassed swale areas as soon as feasible following grading activities
- Revegetation of exposed soil surfaces as soon as feasible following grading activities
- Perimeter straw wattles to prevent off-site transport of sediment
- Drop inlet protection (filters or straw wattles)

- Gravel bag check dams within paved roadways
- Regular watering of exposed soils to control dust during construction
- Specifications for construction waste handling and disposal
- Contained equipment wash-out and vehicle maintenance areas
- Erosion and sedimentation control measures maintained throughout the construction period
- Stabilized construction entrances to avoid the imprinting of debris from trucks on City roadways
- Training of subcontractors on general site housekeeping

If groundwater is encountered during any excavations, proper handling and disposal of this water would be necessary. If water would be discharged into any jurisdictional waters, appropriate dewatering procedures would be required to reduce or eliminate any potential discharge of pollutants to the maximum extent feasible. Project-specific authorization to discharge dewatering flows may be required from the Central Coast Regional Water Quality Control Board if substantial dewatering takes place. In the event that this project would require dewatering, the groundwater would be tested for potential contamination to ensure the proper handling and disposal of the groundwater.

Because the project is required to comply with applicable federal and state regulations protecting water quality, such as the NPDES Construction General Permit, impacts on water quality would be less than significant.

Other Impacts to Water Quality

f) The Federal Highway Administration has found that, in some instances, street and highway storm water runoff can adversely affect receiving water quality. The nature of these impacts would depend on the uses and flow rate or volume of the receiving water, rainfall characteristics, and street or highway characteristics. In general, heavy metals associated with vehicle tire and brake wear, oil and grease, and exhaust emissions are the primary toxic pollutants associated with transportation corridors.

Operation of the project or the Fowler Road Extension Alternative would result in a negligible increase in the pollutants discharged to storm water. In addition, operation would not result in a significant alteration of existing drainage patterns. Adverse impacts to surface water quality would be minimal. The project would comply with General Plan policies applicable to water quality (CE-1 and CE-10). Implementation of Mitigation Measure HYDRO/WQ 3 (see below) would further ensure that roadway runoff impacts to water quality would be less than significant.

~~Construction materials, waste handling, and the use of construction equipment could also result in storm water contamination and adversely impact water quality. Spills or leaks from heavy equipment and machinery can result in oil and grease contamination. Staging areas can also be the source of pollution due to the nature of materials typically stored and used at these sites, including paints, solvents, cleaning agents, fuel, oils, and hydraulic fluids.~~

~~Because the project is required to comply with applicable federal and state regulations protecting water quality, such as the NPDES Construction General Permit, impacts on water quality would be less than significant.~~

Impacts Related to Flood Hazards

Facilities within Mapped 100-Year Floodplains

g and h) As described previously, the San Jose Creek Capacity Improvement Project will be implemented prior to implementation of the Ekwil/Fowler Project and will reduce the extent of overland flooding in the lower San Jose Creek watershed. After the Capacity Improvement Project is completed, areas outside the restored channel will not be within the 100-year floodplain, and the floodplain boundary on Flood Insurance Rate Maps will be formally revised.

This issue notwithstanding, the project would involve the construction of new free-span culverts over Old San Jose Creek at Fowler Road and Ekwil Street. These culverts would be adequately sized to pass expected storm flows, and would allow the existing drainage patterns to persist in the project area. The project does not include the construction of housing or other habitable structures, within mapped floodplains or otherwise.

The project would not result in any longitudinal encroachment, substantial encroachment or risk to natural and beneficial floodplain values, or support incompatible floodplain development, and would not change base flood elevations within a regulatory floodway. Considering the information above, impacts associated with construction of housing or other structures within 100-year floodplains would be less than significant.

Increased Flood Risks

i) As described above, the project would not increase the risks of flooding due to storm events. Other sources of flooding, such as failure of dams or levees, would not occur because there are no levees or upstream dams that would affect the project site. Dennis Reservoir is a small body of water that feeds into the San Jose Creek watershed, but the reservoir is located approximately 3 miles north of the project site and separated by much of Goleta and Highway 101. Impacts associated with increased risks of flooding would be less than significant.

Seiche, Tsunami, and Mudflow

j) The project is not located in areas that would be affected by tsunamis, seiches, or mudflows, and the proposed improvements would not increase either the likelihood or severity of any of these events. Therefore, no impacts to people or property associated with a tsunami, seiches, or mudflows are expected.

2.2.1.5 Impacts of the Fowler Road Extension Alternative

Compared to the project, this alternative differs in that it would include filling in and paving over a manmade ditch that local property owners reportedly excavated to direct storm water coming down Technology Drive west to Old San Jose Creek. Drainage functions of this ditch would be replaced by drainage features of the new roadway that would be identified in final

[design. These features would be designed to alleviate storm water flooding at this location. Other impacts of this alternative on hydrology and water quality are the same as those of the project.](#)

2.2.1.6 Impacts of the No-Project Alternative

The No-Project Alternative would not result in construction or an increase in impervious surfaces and would thus not result in adverse impacts to water quality or storm water runoff. The No-Project Alternative would not impact hydrology because no construction would occur, and it will have no effect on flooding because the San Jose Creek Capacity Improvement Project will remove southern Old Town from the 100-year floodplain.

2.2.1.7 Mitigation Measures

The Caltrans General Construction Permit applies to this project [and the Fowler Road Extension Alternative](#) effective July 1, 2010. Permanent storm water treatment Best Management Practices would not be considered for ~~the portion of the project~~ [any construction](#) within the Caltrans right-of-way as the net increase of new impervious surfaces in this area is less than one acre. ~~The portions of this project~~ [Construction](#) within the Caltrans right-of-way shall be subject to compliance with the statewide Caltrans Storm Water Management Plan and storm water quality guidance manuals (specifically, the Project Planning and Design Guide, the Storm Water Pollution Prevention Plan, and the Water Pollution Control Program Preparation Manual).

The following measures ~~will would~~ avoid or reduce impacts through design, permitting, management measures, and best management practices:

HYDRO/WQ-1: Implement Erosion Control Plan. Prepare a grading plan that includes an erosion control plan to minimize the impact to waterways from the discharge of sediment and other construction debris. The grading plan shall include a geotechnical report. The recommendations contained in the approved geotechnical report regarding erosion control shall be incorporated into the grading plans.

Plan Requirements and Timing: The drainage and grading plan shall be submitted for approval by Goleta staff prior to construction. A geotechnical report, prepared by a Registered Geotechnical Engineer or qualified civil engineer and certified engineering geologist, shall be provided to Goleta and shall specify requirements for excavation, recompaction, removal, and replacement of fill material and expansive soils. The geotechnical report shall be submitted with the drainage and grading plan.

Monitoring: Goleta staff or authorized monitor shall inspect the site during construction to ensure implementation of measures identified on the plan and in the report.

HYDRO/WQ-2: Stream Protection Areas. ~~Portions of the project, specifically the~~ [The](#) crossing of Old San Jose Creek on Ekwil Street and San Jose Creek on Hollister Avenue, are located along riparian corridors. No construction shall be permitted within the Stream Protection Area for an Environmentally Sensitive Habitat Area during the rainy season (November 1 to March 31). Construction in Environmentally Sensitive Habitat Areas during the rainy season shall be restricted. Any equipment or material storage shall be prohibited

within 100 feet of any stream top-of-bank, and fueling outside of approved staging areas shall also be prohibited.

Plan Requirements and Timing: Environmentally Sensitive Habitat Areas shall be mapped on all drainage and grading plans and included in the construction contract document.

Monitoring: Goleta staff or authorized monitor shall inspect the construction site and verify compliance with this requirement.

HYDRO/WQ-3: Best Management Practices. The ~~project~~ design shall include permanent Best Management Practices to minimize land disturbance and impervious surfaces, treat runoff, and incorporate any needed energy dissipation devices. Best Management Practices shall reduce the suspended particulate loads (and thus pollutants associated with the particulates) entering waterways after construction is completed. This category of water quality control measures can be identified as including both Design Pollution Prevention Best Management Practices and Treatment Best Management Practices. Measures that ~~may~~shall be included during project design include:

- Infiltration devices
- Biofiltration strips and wet basins
- Biofiltration swales and Austin vault sand filters
- Detention devices, Delaware filters, or multi-chambered treatment trains
- Or other Best Management Practices that minimize land disturbance, minimize impervious surfaces, and treat runoff at a level equivalent to the above measures as determined by Goleta

Plan Requirements and Timing: ~~Project design~~Design shall incorporate Best Management Practices regarding drainage and storm water management. The design shall be prepared by a licensed civil engineer and submitted to Goleta for review. The plan shall include hydrologic calculations of the site runoff flows and plans for drainage facilities designed to accommodate these flows, as necessary. It shall demonstrate that the quantity of storm water runoff generated within the project area can be accommodated within the capacity of the existing storm drain system.

Monitoring: Goleta staff or authorized monitor shall inspect the site to ensure drainage is handled according to the plans.

2.2.1.8 Residual Impacts

With implementation of these mitigation measures, residual ~~project~~ impacts related to surface water hydrology, water quality, and flood hazards would be less than significant.

2.2.2 Geologic Resources

2.2.2.1 Regulatory Setting

State

California Coastal Act (1976) § 30000 et seq.

The California Coastal Act Planning and Management Policies include provisions requiring minimization of risks to life and property in areas of high geologic hazard, bluff stability and shoreline protection, minimization of geologic instability and erosion along bluffs and cliffs, and safe construction of fill.

California Building Standards Code

The State of California provides a minimum standard for building design through the 2001 California Building Standards Code. This code is based entirely on the 1997 federal Uniform Building Code, but has been modified for California conditions. This code regulates site demolition; excavation; grading activities, including drainage and erosion control; and construction methods to protect people and property from geologic hazards. The California Building Standards Code provides standards for various construction activities based on soil characteristics. It requires that the building official determine the appropriate soil classification, using borings or excavation, and that these classifications be included on the building plans.

Alquist-Priolo Earthquake Fault Zoning Act (1972)

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the construction of buildings used for human occupancy on active surface faults, which are faults which have ruptured the ground surface in the past 11,000 years (Holocene Time). New habitable building structures must maintain a minimum 50-foot setback from all known active faults. California Geological Survey Special Publication 42 (updated 1999) describes Alquist-Priolo Earthquake Fault hazard zones in California. The project area is not within an Alquist-Priolo Earthquake Fault Zone.

Seismic Hazards Mapping Act

The purpose of the 1998 Seismic Hazards Mapping Act is to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The 1998 California Division of Mines and Geology Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, provides guidance for evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigation.

Regional, County, City

City of Santa Barbara Coastal Plan Airport and Goleta Slough

This plan incorporates by reference policies in the City of Santa Barbara Seismic Safety/Safety and Conservation Elements that address seismic and other geologic hazards in

the Airport and Goleta Slough. These policies adequately fulfill the intent of the Coastal Act with regard to minimizing life and property from geologic, flood and fire hazards.

Goleta Municipal Code, Title 15 Building and Construction

The California Building Code, 2010 Edition, and the International Building Code, 2009 Edition, as published by the International Code Council (to the extent not inconsistent with the California Building Code), including the Appendices, except as may be amended, have been adopted as the Building Code of the Goleta. Any inconsistencies between the California Building Code and the International Building Code shall be resolved in favor of the California Building Code. Title 15 of the Goleta Municipal Code includes, among other items, grading, erosion and sediment controls.

City of Goleta Zoning Ordinances

Development in Goleta is subject to Goleta's Inland Zoning Ordinance for those portions of Goleta outside of the coastal zone, and the Coastal Zoning Ordinance for those portions of Goleta within the coastal zone. Goleta intends to modify the ordinances to be consistent with the Goleta General Plan/Coastal Land Use Plan.

City of Goleta General Plan/Coastal Land Use Plan

The Safety Element of the City of Goleta General Plan/Coastal Land Use Plan (General Plan) includes policies to protect humans and structures from potential geology- and soils-related hazards. Geology-related hazards include seismic hazards, unstable geologic units, and unstable slopes. Soils-related hazards include accelerated erosion, unstable soils, and expansive soils (see Appendix F for details of local plans and ordinances).

2.2.2.2 Existing Setting

This section describes the topography and geology of the project area and identifies potential geologic hazards that could affect the project. Existing data sources used to prepare this section were taken from the 1997 California Division of Mines and Geology, Publication 117 and 42; California Geological Survey 2003; the California Probabilistic Seismic Hazard Maps; Soil Survey of Santa Barbara County; fault maps; US Geological Survey 2003 and 2004; the Dibblee 1987 Geologic Map of Goleta Quadrangle, and the US Department of Labor Occupational Safety and Health Administration website.

Location and Topography

The project area is located on the southern flank of the Santa Ynez Mountains, in the western portion of the Transverse Ranges Geomorphic and Structural Province. The area lies to the south of the Goleta Valley, a shallow, east-west-trending valley between the Santa Ynez Mountains and a low coastal plateau. The project area is on a gently sloping alluvial plain that ranges from 15-45 feet above sea level. Southerly draining streams that include the San Pedro and San Jose creeks have cut a gap through the coastal plateau to flow to the Pacific Ocean near Goleta Beach County Park. The Goleta Slough, a large coastal salt marsh, lies southwest of the site.

Geology and Potential Hazards

The site is underlain by Recent Age Alluvium, which underlies most of the Goleta Valley floor. This unit is up to approximately 200 feet thick and is composed of unconsolidated silt, sand, and discontinuous gravels. The geologic structure of older Tertiary bedrock that underlies the alluvium generally consists of southerly dipping, east-west trending homocline, similar to the overall structure of the Santa Ynez Mountains. The homocline is unconformably overlain by a southward-thickening wedge of the Quaternary alluvial sediments that fill the Goleta Valley structural depression. This accumulation of unconsolidated sediments is terminated on the south edge by the More Ranch Fault. The More Ranch Fault (or fault zone) located approximately 1,500 feet south of the project site is classified as Potentially Active based on evidence of Late Quaternary displacement.

The California Geological Survey defines active faults as those that show evidence of surface displacement during the Holocene (i.e., within the last 11,000 years) and potentially active faults as those that show evidence of displacement within the Pleistocene (i.e., between 11,000 and 1.6 million years before present). There are no faults that cross the project site that have been designated as active.

Soils

The soil present at the ground surface at the project site is described by the U.S. Department of Agriculture, Natural Resource Conservation Service (formerly the Soil Conservation Service) in the Soil Survey of Santa Barbara County, California, South Coastal Part. This soil survey was prepared primarily to assess the agricultural potential of property within Goleta, and only the soil within a few feet of the ground surface was examined. Soil in the project site is designated as Elder Sandy Loam, 0 to 2 percent slopes. This soil is characterized by slow runoff, slight erosion hazard, and moderate permeability. In terms of urban development, this sandy loam is considered of low strength and moderately expansive.

The development of structures routinely involves the removal and recompaction (or replacement) of the near-surface soil discussed in the soil survey. Therefore, the character of the underlying geologic unit and the topography of the site are the most relevant factors in assessing potential geologic impacts.

Depth to Groundwater

According to the 2006 Goleta General Plan Final Environmental Impact Report, periods of historically high groundwater levels occurred in the Goleta Groundwater Basin in the mid-1940s, the early 1970s, and in 2004. Historic low groundwater levels occurred in the 1990s. Wells located throughout the basin indicate that water levels have increased throughout the basin since 1991 but have been below sea level since 2004. The basin is protected from seawater intrusion by uplifted bedrock along the More Ranch Fault.

2.2.2.3 Thresholds of Significance

CEQA Guidelines, Appendix G state that a significant impact related to geologic resources would be expected to occur if the project would:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42)
 - ii) Strong seismic ground shaking
 - iii) Seismic-related ground failure, including liquefaction
 - iv) Landslides
- b) Result in substantial soil erosion or the loss of topsoil
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse
- d) 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
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water

Additionally, Goleta's adopted Environmental Thresholds and Guidelines Manual includes geologic constraints guidelines that generally follow the CEQA thresholds.

2.2.2.4 Project-specific Impacts

Construction and Operational Impacts

Fault Rupture

- a) The project would not expose persons or property to risks associated with the rupture of a known earthquake fault because the project site is not located on or near a known active fault.

Strong Seismic Ground Shaking

- a) Ground shaking affects land areas surrounding an earthquake epicenter, with the intensity of shaking diminishing with the distance from the fault. Ground shaking at the project site can be generated by an earthquake on a local onshore or offshore fault or by a major quake on a remote fault like the San Andreas. This hazard is faced by all properties in Goleta as well as the entire south coast of Santa Barbara County.

All development in the project area will be designed in accordance with Seismic Zone 4 construction standards in the Uniform Building Code, as modified for California by the California Building Standards Code and as modified for Goleta by Title 15 of the Goleta Municipal Code. Ground shaking within the project area is not expected to expose people to increased risk of damage or injury. The new roads, like all structures in the region, could be

affected by strong seismic activity but required design standards would reduce any impacts to less than significant levels.

Seismic-Related Ground Failure/Liquefaction

a) Liquefaction is the process in which soil and sediment lose shear strength and fail during prolonged, intense seismic ground shaking. The vibration due to an earthquake can allow the material to flow as a fluid. This temporary condition can result in severe foundation settlement and in slope failure. Depth to groundwater and the properties (e.g., texture and density) of the soil and sediment within and above the groundwater generally determine the susceptibility of sediments to liquefaction. The sediments most susceptible to liquefaction are saturated, poorly graded, unconsolidated sand and silt within 50 feet of the ground surface.

Liquefaction is not anticipated to be a substantial hazard in the project area. According to the 2006 Final Environmental Impact Report for the Goleta General Plan/Coastal Land Use Plan, there is no historical evidence of structures being damaged by liquefaction in the city limits or adjacent unincorporated areas. Goleta policies SE 1 and SE 4, among others, require maintaining up-to-date geologic information, complying with the California Building Standards Code, and geotechnical reports. These policies discourage construction on soils with a high liquefaction potential. These policies greatly reduce potential project effects from liquefaction. Potential effects of liquefaction on the project are considered less than significant.

Landslides

a) Impacts related to slope stability (landslide) hazards could occur where build-out is proposed on or adjacent to steep slopes underlain by weak geologic units. The project is not located in areas subject to these conditions.

Soil Erosion

b) The project alignment is within an urbanized area. Construction activities such as grading and excavation could temporarily increase the rate of erosion of the disturbed soil and the downstream sediment transport.

Projects that disturb one or more acres of land surface are subject to the Construction General Permit, 99-08-DWQ adopted by the State Water Resources Control Board. Preparation of a Storm Water Pollution Prevention Plan is required for compliance with the National Pollutant Discharge Elimination System General Construction Storm Water Activity Permit.

Compliance with the permit would involve filing a Notice of Intent with the State Water Resources Control Board and preparing and submitting a Storm Water Pollution Prevention Plan prior to construction activities. Inspection of construction sites before and after storms is required to identify storm water discharge from the construction activity and to identify and implement controls where necessary. The Construction General Permit requirements would be satisfied prior to construction. Therefore, compliance with the Best Management Practices required for a Construction General Permit, which includes the preparation of a Storm Water Pollution Prevention Plan, will reduce soil erosion and prevent loss of topsoil. Potential

impacts are considered less than significant. This issue is discussed in more detail in Section 2.2.1.

Geologic Instability

c) Due to the relative planar topography of the site, the potential for on- or off-site landslides is considered virtually nonexistent.

Compressible soils are near-surface (uppermost 50 feet) deposits that contain a high proportion of organic material. When a load (such as a new building) is placed on these deposits, the organic matter can compress and cause localized ground subsidence. These deposits are limited to the historic extent of the Goleta Slough southwest of the project site. This project does not involve the construction of any buildings. Structures would be limited to pre-cast concrete bridges, surface roadways, and associated appurtenances. Compliance with standards set by the California Building Standards Code and Goleta's Safety Element will virtually eliminate operational project impacts relating to geologic instability. Potential impacts are considered less than significant.

The construction of the project shall be required to comply with the applicable Occupational Health and Safety Administration regulations for construction, including excavation/trenching, which is related to soil types found at the project site. This would avoid potential adverse effects to worker safety from geological conditions. Potential impacts are considered less than significant.

Expansive Soil

d) Soil sample data will be required prior to construction to determine whether the on-site soil is expansive. While expansive soil could cause damage, the effects of such materials are routinely and successfully addressed by routine engineering measures incorporated into the building design and construction process. Compliance with standards set by the California Building Standards Code and City Safety Element and Municipal Building Code of Goleta virtually eliminates impacts relating to expansive soils. Potential impacts are considered less than significant.

No operational impacts resulting from expansive soils are expected.

e) The project is a roadway improvement project that would not require the use of a septic tank or alternative waste water disposal system. Therefore, no impact would result.

2.2.2.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project.

2.2.2.6 Impacts of the No-Project Alternative

The No-Project Alternative will not result in any construction and no impacts to geologic resources would occur.

2.2.2.7 Mitigation Measures

No adverse impact would occur; therefore no mitigation measures are required.

2.2.2.8 Residual Impacts

No mitigation measures would be required, and no residual impacts would occur.

2.2.3 Hazards and Hazardous Materials

2.2.3.1 Regulatory Setting

Federal

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 and the Comprehensive Environmental Response, Compensation and Liability Act of 1980. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to these listed acts, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

State

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

Regional, County, City

The primary regional and local agencies involved in enforcing public health and safety laws and regulations in the project area include the Central Coast Regional Water Quality Control Board, South Coast Air Quality Management District, and County of Santa Barbara Fire Protection District (fire department). The fire department is the local Certified Unified Protection Agency, certified by the Department of Toxic Substances Control, to conduct hazardous materials and waste management programs in Santa Barbara County. The fire

department would grant closure of an impacted site when confirmatory samples of soil and groundwater taken reveal that levels of contaminants are below the environmental standards set by the fire department and the Regional Water Quality Control Board.

City of Goleta General Plan Conservation Element

Goleta's General Plan Conservation Element policy 10.9 states that "Any landscaping that is required to control erosion would use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation. Goleta has avoided the use of pesticides since its inception (see Appendix F for details of local plans and ordinances).

City of Santa Barbara Integrated Pest Management Program

The City of Santa Barbara adopted an Integrated Pest Management strategy in January 2004 to provide an ongoing specific program to further reduce the amount and toxicity of pesticides used on City of Santa Barbara property and, where feasible, to eliminate pesticide use in public areas using alternative methods. The City of Santa Barbara has prepared a Proposed Pesticide Hazard and Exposure Reduction Zone Model for the City of Santa Barbara. The model identifies different zones of City of Santa Barbara property that would be subject to different restrictions on the use of pesticides based on potential human exposure.

2.2.3.2 Existing Setting

The following analysis is based on the March 2011 Ekwill Street and Fowler Road Extensions Project Hazardous Material Technical Report.

This section describes the existing conditions related to hazardous materials and hazardous waste in the area of the project, and known contaminated sites within the project vicinity.

The areas within and surrounding the project were historically developed as industrial, commercial, and residential land uses. Over the years, the commercial and industrial businesses have included automotive repair and painting shops, oil storage facilities, machine shops, heavy equipment storage, lumber companies, a slaughter/packing house, dry cleaners, chemical storage/manufacturing, electronics manufacturing, pesticide use and storage, gasoline service stations, junk yards, and the Santa Barbara Airport.

Three sites near the project were identified as having ongoing remediation. They are shown in Table 2-10, below.

Hollister Avenue at State Route 217

One known contamination site in this area is a leaking underground fuel tank located at 5551 Hollister Avenue in the vicinity of the Kellogg Avenue intersection. The site lies nearest the intersection of Hollister Avenue and Kellogg Avenue, and was reported to be a former Exxon service station (currently a used car dealership). In April 2009, as part of the remediation, excavation and removal of contaminated materials was completed. Verification sampling indicates that no remaining subsurface contamination exists adjacent to the project footprint. A request for case closure is in process by the fire department.

Table 2-10. Status of Site Clean-up in Project Area

Site #	Site Name/Address	Status
Vicinity of Proposed Hollister Avenue/State Route 217 Interchange		
8	Former Exxon 5551 Hollister Avenue RB Case #: 2073	Open LUFT Case. Remediation is complete. Pending approval for case closure.
Vicinity of Proposed Ekwil Street		
15	United Parcel Service 505 Pine Avenue RB Case #: 837 Loc Case #: 50060	LUFT Case: Case is anticipated to be closed in 2011. The fire department is awaiting a request for case closure.
Vicinity of Proposed Fowler Road		
11	Hertz Corp. 5919 Corta Street RB Case #: 2567 Loc Case #: 90021	Open LUFT Case. Remediation is ongoing.

Known Contamination Sites

Ekwil Street

Analytical data from the historic Brownfield investigations in the vicinity of the proposed Ekwil Street alignment did not detect total petroleum hydrocarbons, volatile organic compounds, or heavy metal concentrations above the applicable action levels. Site 15, identified in Table 2-10, is outside of the project footprint and therefore should not impact the project.

Fowler Road

Analytical data from the historic Brownfield investigations in the vicinity of the existing South Kellogg Avenue and proposed Fowler Road indicated detectable contaminants below the allowable threshold with the exception of benzene located near Placentia Street. However, the detected benzene is judged to be the result of a localized and independent surface spillage in the unpaved residential location. In addition, acetone was detected at 9ft depth at a sample located at the intersection of South Kellogg Avenue and Kellogg Avenue. There are no known contamination sites near this location and in this vicinity, the proposed Fowler Road will replace the existing South Kellogg Avenue pavement only – no excavation greater than 3ft or roadway widening is anticipated.

Analytical testing was also performed at 903/905 South Kellogg Avenue at a wrecking yard. The Limited Phase II Site Assessment concluded that additional investigation was not warranted.

Two identified remediation sites are at 5919 Corta Street and 891 South Kellogg Avenue. Remediation on the Kellogg Avenue site was closed in 1993. The Corta Street site is located south of the proposed Fowler Road intersection with Fairview Avenue has been under remediation by the Santa Barbara County Fire Department since 1997. This site is well south

of the project footprint and groundwater flow (in southwest direction) is away from the project.

Pesticide Hazards

Goleta does not use pesticides and the portion of the project on Santa Barbara Airport property is designated as a pesticide-free Green Zone. Pesticides in a Green Zone are permitted only when other less damaging means of pest control have been found infeasible.

2.2.3.3 Thresholds of Significance

CEQA Guidelines, Appendix G state that a significant impact with regard to hazards and hazardous materials would be expected to occur should the project:

- 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

In addition, Goleta's Environmental Thresholds and Guidelines Manual addresses 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. For the purposes of this analysis, the 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.

2.2.3.4 Project-specific Impacts

a-b) Construction of the project would require limited and temporary use of hazardous materials, consisting of: paints, solvents, compressed gas (for welding), batteries, diesel or gasoline (used for equipment fuel), and oil. Construction activities would also generate hazardous wastes consisting of: flushing and cleaning fluids, spent batteries, used oil, welding materials, and dried paint.

During operation, limited quantities of hazardous materials would be needed to perform general maintenance activities. These materials would include petroleum-based fluids (fuel oil, equipment oil, lubricants, solvents, etc.), cleaning supplies, paint, compressed gases, and welding equipment. These materials would generally be required and stored in small quantities. Hazardous wastes generated during operation would include: used equipment oil, oily rags, and dried paints. Hazardous materials would be used, transported, produced, handled, stored, and disposed of in accordance with applicable local, state, and federal requirements. Construction activities which would disturb asbestos and release asbestos fibers must be reported to the fire department and to the Air District and be conducted according to applicable rules and regulations, see the Air Quality discussion for additional analysis. Therefore, the project's hazard impacts to the public or the environment due to the routine transport, use or disposal of hazardous materials or through a reasonably foreseeable upset and accident conditions involving the release of hazardous materials can be deemed less than significant.

c) The project is a roadway improvement project. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no project impact would result.

a-d) The project is not located on a hazardous materials site listed pursuant to Government Code Section 65962.5. Testing in the vicinity of the project has found contaminants of concern, but those contaminants are not within project limits. However, there is always the potential for encountering unexpected compounds during construction, although there is no expectation that contamination requiring special handling would be encountered. Contamination at levels below regulatory action levels or at concentrations consistent with naturally occurring background levels may be encountered. Any hazardous materials encountered would be stored, transported, handled, and disposed of in accordance with applicable local, state, and federal requirements. Any contaminated soil identified with the project would be transferred to an appropriate disposal site during construction.

Construction of the project would require limited and temporary use of hazardous materials, consisting of: paints, solvents, compressed gas (for welding), batteries, diesel or gasoline (used for equipment fuel), and oil. Construction activities would also generate hazardous wastes such as flushing and cleaning fluids, spent batteries, used oil, welding materials, and dried paint. Operations would not include subsurface disturbance and use and storage of hazardous materials is not expected.

During operation, limited quantities of hazardous materials would be needed to perform general maintenance activities, such as petroleum-based fluids (fuel oil, equipment oil,

lubricants, solvents, etc.), cleaning supplies, and paint. Hazardous wastes generated during operation would include, for example, used equipment oil, oily rags, and dried paints.

All hazardous materials and hazardous waste would be used, transported, produced, handled, stored, and disposed of in accordance with applicable local, state, and federal requirements. Therefore, the project's hazard impact to the public or the environment due to the routine transport, use or disposal of hazardous materials or through a reasonably foreseeable upset and accident conditions involving the release of hazardous materials is considered less than significant. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no project impact would result.

The project may have beneficial impacts associated with site characterization and cleanup of soils and groundwater in the project area that may be currently impacted by hazardous materials associated with past industrial activities. Removal of contaminated soils could prevent potential localized spread of contamination and environmental degradation of downstream biological habitats. Therefore, project impact would be less than significant.

e) The Santa Barbara Municipal Airport is located within the project study area. However, the project is designed to improve connectivity and improve access to Old Town Goleta, improve access from Old Town to the airport, and to reduce traffic along Hollister Avenue. Since the project is an infrastructure improvement project designed to improve access in the area, it would not result in a safety hazard for people residing or working in the project area and project impact would be less than significant.

f) As noted above, the Santa Barbara Municipal Airport is located within the project study area. However, the project site is not located within the vicinity of a private airstrip that would result in a safety hazard to people residing or working in the project area. Therefore, no project impact would result.

g) The project would improve connectivity and improve access to Old Town Goleta, improve access from Old Town to the airport, and to reduce traffic along Hollister Avenue. The improved access and circulation with the project is a beneficial impact for emergency first responders. Therefore, the project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan and no adverse project impact would result.

h) The project is a roadway improvement project designed to improve access. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildland fires are adjacent to urbanized areas or where residences are intermixed with wildlands. Therefore, project impact is less than significant.

2.2.3.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative are the same as those of the project.

2.2.3.6 Impacts of the No-Project Alternative

There would not be adverse hazardous materials or hazardous waste impacts with the No-Project Alternative, as construction would not occur and new infrastructure systems would not be implemented. There would be no beneficial impacts with the No-Project Alternative.

2.2.3.7 Mitigation Measures

No long-term impacts would be encountered or produced by the project. No mitigation measures are required.

2.2.3.8 Residual Impacts

No mitigation measures would be required, and no residual impacts would occur.

2.2.4 Air Quality

2.2.4.1 Regulatory Setting

Federal

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards. Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, particulate matter, lead, and sulfur dioxide.

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to the State Implementation Plan for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The project must conform at both levels to be approved.

Regional, County, City

Regional level conformity in California is concerned with how well the region is meeting the standards set for carbon monoxide, nitrogen dioxide, ozone, and particulate matter.

California is in attainment for the other criteria pollutants.

At the regional level, Regional Transportation Plans are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the Regional Transportation Plans, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as the Santa Barbara County Association of Governments, and the appropriate federal agencies, such as the Federal Highway Administration, make the determination that the Regional Transportation Plan is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the Regional Transportation Plan must be modified until conformity is attained. If the design and scope of the transportation project are the same as described in the Regional Transportation Plan, then the project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide and/or particulate matter. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as carbon monoxide or particulate matter analysis performed for National Environmental Quality Act purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not

cause the carbon monoxide standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known carbon monoxide or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Santa Barbara County Air Pollution Control District

The Santa Barbara County Air Pollution Control District (the Air District) is responsible for bringing or maintaining air quality in the South Central Coast Air Basin within federal and state air quality standards, as per the California Health and Safety Code. Specifically, the Air District has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement attainment strategies that ensure future emissions comply with federal and state standards. The following discussion outlines the Air District’s efforts to achieve these standards through air quality plans, rules and regulations, and guidance for evaluating projects subject to the California Environmental Quality Act (CEQA).

Specific rules and regulations have been adopted by the Air District Board that limit the emissions which can be generated by various stationary uses and activities, and identify specific pollution reduction measures that must be implemented in association with various stationary uses. These rules regulate the emissions of the six criteria air pollutants, as well as toxic emissions and nuisance odors. They are also subject to ongoing refinement by the Air District.

Federal and state clean air acts require the preparation of clean air plans to reduce air pollution to healthful levels. The Clean Air Plan provides guidance on how to attain federal and state ozone standards. The project was included in the Air District’s Santa Barbara County 2007 Clean Air Plan.

2.2.4.2 Existing Setting

The following analysis is based on the February 2011 Air Quality Study, Ekwil-Fowler Road Extensions Project.

The project is located in the southwestern portion of the South Central Coast Air Basin. This air basin includes all of San Luis Obispo, Santa Barbara, and Ventura counties.

The climate of Goleta Valley and the entire South Central Coast Air Basin is strongly influenced by its proximity to the Pacific Ocean. One of the main influences on the climate is the location of the semi-permanent high pressure area in the north-eastern Pacific Ocean. With a Mediterranean-type climate, Goleta Valley is characterized by warm, dry summers and cool, damp winters with occasional rainy periods. The average maximum and minimum temperatures are 69.0 and 48.7 degrees Fahrenheit, respectively. Precipitation averages 16 inches annually and falls predominately between the months of November and April.

Airflow around the county plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by the location and strength of the Pacific high pressure system and other global weather patterns, topographical factors, and circulation patterns that result from temperature differences between the land and the sea. The region is also subject to seasonal “Santa Ana” winds. These are typically hot, dry

northerly winds that blow offshore at 15-20 miles per hour, but can reach speeds of over 60 miles per hour.

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiation. The subsidence inversion is a regional effect created by the Pacific high pressure cell in which air is heated as it is compressed when it flows from the high pressure to the low pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and is most frequent during summer months. Radiation inversions (often referred to as surface inversions) occur most often during the winter and are formed by the more rapid cooling of air near the ground during the night. Both types of inversions limit the dispersal of air pollutants within the regional airshed. The more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

2.2.4.3 Thresholds of Significance

CEQA Guidelines, Appendix G state that a significant air quality impact could occur if the project:

- a) Conflicts with or obstruct implementation of the applicable air quality plan
- b) Violates any air quality standard or contribute substantially to an existing or projected air quality violation
- c) Results 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) Exposes sensitive receptors to substantial pollutant concentrations
- e) Creates objectionable odors affecting a substantial number of people

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

- o Interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for oxides of nitrogen and reactive organic gases; or
- o Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling).

The project is deemed to have a significant impact on regional air quality if emissions related to project operation exceed the significant threshold established by Air District, currently set at a threshold of 25 pounds per day for NO_x and reactive organic gases emissions for motor vehicle trips. Furthermore, if a project's emissions exceed these thresholds, then the project's cumulative impacts would also be considered significant.

Goleta's thresholds also include criteria for conducting carbon monoxide emission modeling. However, due to the relatively low background ambient carbon monoxide levels in Santa Barbara County, localized carbon monoxide impacts associated with traffic at congested

intersections are not expected to exceed the carbon monoxide health-related air quality standards. Therefore, carbon monoxide “Hotspot” analyses are not required anymore.

The Air District no longer has quantitative emission significance thresholds for short-term construction activities because construction emissions from land development projects have been accounted for in the ~~2008~~2010 Clean Air Plan. Nevertheless, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate matter (PM₁₀), construction generated fugitive dust (50 percent of total dust) is subject to Goleta’s standard dust mitigation requirements.

It is noted that the Air District has recommended that Goleta adopt two new thresholds: 240 pounds per day for reactive organic compounds and NO_x and 80 pounds per day for PM₁₀. While Goleta has not yet adopted these new criteria, given the project’s expected average daily trips and peak-hour trips, the project would not trigger these thresholds.

2.2.4.4 Project-specific Impacts

Santa Barbara County is in attainment or unclassified for all California Ambient Air Quality Standards except ozone and particulate matter smaller than 10 microns, and is in attainment or unclassified for all federal standards. To maintain their attainment status for National Ambient Air Quality Standards and gain attainment of California Ambient Air Quality Standards for ozone, the Air District established the 2007 Clean Air Plan. Because the project is included in the applicable State Implementation Program, it is consistent with the air quality attainment goals of the South Central Coast Air Basin.

Regional Air Quality Conformity

The project is located in an attainment/unclassified area for all current federal air quality standards. Therefore, conformity requirements do not apply.

Project Level Conformity

Table 2-11 provides a summary of federal and state ambient air quality standards, regulated criteria pollutants, and the South Central Coast Air Basin’s attainment status for each pollutant of concern. The table shows that Santa Barbara County is in attainment or unclassified for all California Ambient Air Quality Standards except ozone and particulate matter smaller than 10 microns, which is airborne dust commonly referred to as fugitive dust.

The project is consistent with and included within the 2007 Clean Air Plan, which is the applicable State Implementation Plan for Santa Barbara County.

The project is not expected to have an adverse impact on long-term air quality. The project is not expected to increase traffic volumes or long-term emissions compared to the no-project conditions. The project would result in long-term operational improvement and congestion relief, which would help improve traffic flow, a transportation control measure listed in the Air District’s 2007 Clean Air Plan. The project is expected to reduce low-speed emissions because it would improve traffic flow and circulation and reduce congestion during peak-hour periods, changes that would result in a more efficient local transportation system.

Table 2-11. State/Federal Ambient Air Quality Standards

Criteria Pollutant	Federal Standard	Federal Attainment Status	State Standard	State Attainment Status
Carbon Monoxide	35 ppm (1-hr average) 9 ppm (8-hr average)	Attainment	20 ppm (1-hr average) 9 ppm (8-hr average)	Attainment
Nitrogen Dioxide	0.053 ppm (annual average)	Attainment	0.030 ppm (annual average) 0.18 ppm (1-hr average)	Attainment
Ozone	0.075 ppm (8-hr average)	Attainment	0.09 ppm (1-hr average) 0.070 ppm (8-hr average)	Attainment Non-attainment
Respirable Particulate Matter under 10 microns	150 µg/m ³ (24-hr average)	Unclassifiable/Attainment*	50 µg/m ³ (24-hr average) 20 µg/m ³ (annual average)	Non-attainment
Particulate Matter under 2.5 microns	35 µg/m ³ (24-hr average) <u>15 µg/m³ (annual)</u>	Unclassifiable/Attainment*	50 µg/m³ (24-hr average) 20 12 µg/m ³ (annual average)	Non-attainment

ppm = parts per million; µg/m³ = micrograms per cubic meter.

Source: Santa Barbara County Air District, 2010.

Construction and Operational Impacts

The project would temporarily generate air pollutants during construction. The exhaust from construction equipment and construction worker vehicles, for example, contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. Quantitative emissions estimates indicate that construction of the project would not exceed Air District thresholds for reactive organic gases and oxides of nitrogen. Airborne dust would be generated by site preparation and construction activities. [Compliance with Air District Rule 345 \(http://www.spacpd.org/rules/dlrules.htm\)](http://www.spacpd.org/rules/dlrules.htm), [Control of Fugitive Dust from Construction and Demolition Activities](#), is expected to reduce impacts from fugitive dust to less than significant levels.

Although the Air District currently has no quantitative criteria to assess the impact of construction-generated emissions of particulate matter (airborne dust) and impacts are considered adverse but less than significant, such emissions are considered problematic since they potentially cause a public nuisance or exacerbate existing conditions, and because the County is not in attainment of state standards for particulate matter. Construction measures are identified below that would reduce the temporary impacts from oxides of nitrogen and airborne dust generated by construction equipment.

Naturally Occurring Asbestos and Structural Asbestos

Santa Barbara is one of 44 counties in California that has been identified as containing naturally occurring asbestos. This material occurs with serpentine as an alteration product of ultra-basic intrusive rocks. According to the Geologic Map of the Santa Barbara Coastal

Plain Area, the nearest source of naturally occurring asbestos to the project area is located about 15 miles to the north. Because the project area is underlain with clay and silty clay, it is unlikely that naturally occurring asbestos would be encountered during construction of the project. If structures need to be demolished during the construction phase, they would be surveyed for structural asbestos-containing material. To comply with the National Emission Standards for Hazardous Air Pollutants, the Air District would be notified of the asbestos-containing material discovered.

Mobile Source Air Toxics

Mobile source air toxics (air toxics) are 21 compounds emitted from highway vehicles and non-road equipment. There are six main toxics, including diesel exhaust, benzene, and formaldehyde. The 21 mobile source air toxics are a subset of the 188 air toxics defined by the federal Clean Air Act. Some compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other air toxics are emitted from the incomplete combustion of fuels or as secondary combustion products.

Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (for example, airplanes), area sources (for example, dry cleaners), and stationary sources (for example, factories or refineries).

For the project, the amount of mobile source air toxics (air toxics) emitted would be proportional to the vehicle miles traveled. Because the vehicle miles traveled under the No-Project Alternative are higher than for the project, higher levels of air toxics are not expected. Emissions will likely be lower than present levels in the design year as a result of the U.S. Environmental Protection Agency's national control programs that are projected to reduce annual air toxics emissions by 72 percent from 1999 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, vehicle miles traveled growth rates, and local control measures. However, the magnitude of the Environmental Protection Agency-projected reductions is so great (even after accounting for growth) that air toxics emissions in the study area are likely to be lower in the future in virtually all locations.

Under each alternative, there may be localized areas where vehicle miles traveled would increase, and other areas where they would decrease. Therefore, it is possible that localized increases and decreases in air toxics emissions may occur. The localized increases in air toxics emissions as a result of the project would likely be most pronounced along the new roadway sections that would be built connecting Fowler Road to the existing South Street, the extension of Ekwill Street to Fairview Avenue, and the new roundabout intersection at Pine Street and Ekwill Street. However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of Environmental Protection Agency's vehicle and fuel regulations.

In sum, under the project, in the design year it is expected there would be reduced air toxics emissions in the immediate area of the project, relative to the No-Project Alternative, due to the reduced vehicle miles traveled associated with more direct routing, and due to the Environmental Protection Agency's air toxics reduction programs.

2.2.4.5 Impacts of the Fowler Road Extension Alternative

The impacts from this alternative would be the same as those of the project.

2.2.4.6 Impacts of the No-Project Alternative

No construction emissions would be generated under the No-Project Alternative since no construction activities would occur. Operationally, under the No-Project Alternative, congestion along Hollister Avenue would continue to worsen and associated emissions would increase.

2.2.4.7 Mitigation Measures

AQ-1: Construction Dust Control. Dust control and dust palliative requirements shall be incorporated. Construction contractors would comply with Section 7, “Legal Relations and Responsibility” and Section 14.9-01 “Air Quality” of the 2009 Caltrans Standard Specifications. In addition, Goleta would comply with Air District rules including Rule 345, regarding control of fugitive dust. The following reflects Air District fugitive dust control measures:

The following measures shall be implemented to mitigate airborne dust emissions during construction:

- Apply water or dust palliative to the site and wash equipment as frequently as necessary to control airborne dust. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and to create a crust after each day’s activities cease. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.
- The amount of disturbed area would be minimized and on-site vehicle speeds would be reduced to 15 miles per hour or less.
- Install gravel pads ~~or other track-out reduction measures at project~~ at construction site access points to minimize mud deposits on public roads that would be affected by construction traffic.
- If importation, exportation, and stockpiling of fill material ~~is~~ are involved, soil stockpiled for more than two days ~~would~~ 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.
- Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease airborne particulate matter.
- After clearing, grading, earth moving, or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The

name and telephone number of the monitor shall be provided to the Air District and to the Goleta Community Services Department staff and shall be posted in three locations along the perimeter of the construction site for the duration of grading and construction activities

Plan Requirements and timing: All requirements shall be noted on all grading and building plans and on a separate information sheet included in construction contract documents prior to construction.

Monitoring: Prior to construction, the contractor shall designate a monitor to supervise dust control measures to prevent transport of dust offsite. Monitoring duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of the monitor shall be provided to the Air District. The name and telephone number of the dust control monitor shall also be provided to the Goleta Community Services and Planning & Environmental Services staff and the Air District and would be posted in three locations along the perimeter of the project construction site for the duration of grading and construction activities.

~~The requirements shall be included in the construction contract document.~~

AQ-2: Construction Equipment Emissions Controls. The following measures shall be implemented to minimize emissions of particulate emissions from construction equipment.

- Diesel construction equipment meeting the California Air Resources Board Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.
- Diesel-powered equipment should be replaced by electric equipment whenever feasible.
- If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the Environmental Protection Agency or California.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- 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.

Plan Requirements and Timing: The requirements shall be included in the construction contract ~~document~~documents.

Monitoring: Goleta staff or authorized monitor would periodically inspect the construction area to verify compliance.

2.2.4.8 Residual Impacts

With implementation of these mitigation measures, residual-~~project~~ impacts to air quality would be considered less than significant.

2.2.5 Greenhouse Gas

International and federal legislation have been enacted to deal with climate change issues. The Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The Intergovernmental Panel on Climate Change consists of 600 scientists from 40 countries. In February 2007, it issued a report on global climate change stating that they are about 90 percent certain that people are the cause of global warming. The report also states that global atmospheric concentrations of carbon dioxide, methane, and nitrous oxide have significantly increased since pre-industrial times (1750); that warming of the climate system is unequivocal; and that changes in climate are now affecting physical and biological systems on every continent.

The Intergovernmental Panel on Climate Change's best estimates are that the average global temperature rise between years 2000 and 2100 could range from 0.6 degrees Celsius (1.08 degrees Fahrenheit) with no increase in greenhouse gas emissions above 2000 levels, to 4.0 degrees Celsius (7.2 degrees Fahrenheit) with a substantial increase in greenhouse gas emissions. Large increases in global temperatures could have massive deleterious impacts on the natural and human environments.

According to the EPA, a greenhouse gas is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the atmosphere creating a greenhouse effect that is slowly raising global temperatures. California state law defines greenhouse gas to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, Section 38505g). Many human activities add to the levels of most of these naturally occurring gases. CO₂ is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. N₂O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. CO₂ and N₂O are the two greenhouse gases released in greatest quantities from mobile sources burning gasoline and diesel fuel. Methane, a highly potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills, as well as other sources.

Climate change could impact the natural environment in California in the following ways, among others:

- Rising sea levels along the California coastline
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent
- An increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality
- Reduced snow pack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies

- Potential increase in the severity of winter storms, affecting peak stream flows and flooding
- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield
- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

These changes in California's climate and ecosystems could occur at a time when California's population is expected to increase from 24 million to 59 million by the year 2040. As such, the number of people potentially affected by climate change, as well as the amount of human-related greenhouse gas emissions, is expected to significantly increase. Similar changes would also occur in other parts of the world, with regional variations in resources affected and vulnerability to adverse effects.

Worldwide, California is estimated to be the 12th to 16th largest emitter of CO₂ and is responsible for approximately 2 percent of the world's CO₂ emissions. California is the second-largest emitter of greenhouse gas emissions in the United States (behind Texas). In 2004, California's gross greenhouse gas emissions were 492 million metric tons of CO₂ equivalent.

2.2.5.1 Evolving Regulatory Setting

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill 32, the California Global Warming Solutions Act of 2006. Assembly Bill 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in greenhouse gas emissions and a cap on statewide greenhouse gas emissions. Assembly Bill 32 requires that statewide greenhouse gas emissions be reduced to 1990 levels by 2020. Assembly Bill 32 also includes guidance to institute emission reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Assembly Bill 32 demonstrates California's commitment to reducing the rate of greenhouse gas emissions and the state's associated contribution to climate change, without intent to limit population or economic growth. Although Assembly Bill 32 did not amend CEQA, it identifies the environmental problems in California caused by global warming (Health and Safety Code, Section 38501a).

Senate Bill 97, enacted in 2007, amends the CEQA statute to establish that greenhouse gas emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directed Office of Planning and Research to prepare, develop, and transmit to the California Natural Resources Agency (Resources Agency) guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions by July 1, 2009. The Natural Resources Agency is required to certify or adopt those guidelines by January 1, 2010. On April 13, 2009, the Office of Planning and Research submitted to the Resources Agency proposed amendments to the state CEQA Guidelines for greenhouse gas emissions. These proposed CEQA Guideline amendments provide guidance to lead agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in CEQA documents.

As an interim step toward development of required guidelines, the Office of Planning and Research published a technical advisory entitled, “CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review”, in June 2008. The Office of Planning and Research recommends that lead agencies make a good-faith effort, based on available information, to estimate the quantity of greenhouse gas emissions that would be generated by a proposed project, and to mitigate the impacts where feasible. The Office of Planning and Research acknowledges in this document that the most difficult part of the climate change analysis will be the determination of significance. The Office of Planning and Research also asked the California Air Resources Board (Air Resources Board) technical staff to recommend a method for setting thresholds which would encourage consistency and uniformity in the CEQA analysis of greenhouse gas emissions throughout the state.

In October 2008, the Air Resources Board published its Climate Change Proposed Scoping Plan (Proposed Scoping Plan), which is the state’s plan to achieve greenhouse gas reductions required by Assembly Bill 32. The Proposed Scoping Plan contains the main strategies California will implement to achieve a reduction of 169 million metric tons of carbon dioxide equivalent, or approximately 30 percent from the state’s projected 2020 emission level of 596 million metric tons of carbon dioxide equivalent under a business-as-usual scenario. The Proposed Scoping Plan states that land use planning and urban growth decisions will play an important role in the state’s greenhouse gas reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. The Air Resources Board further acknowledges that decisions on how land is used will have large impacts on the greenhouse gas emissions that will result from transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The Proposed Scoping Plan was approved by the Air Resources Board on December 11, 2008.

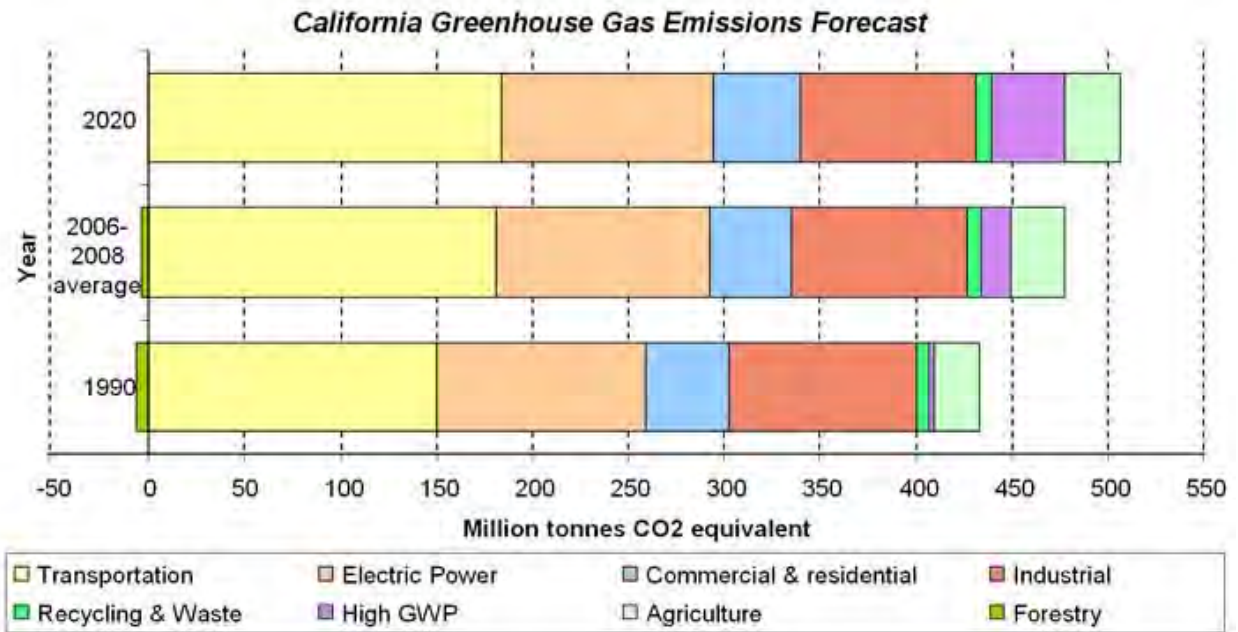
In addition to the Scoping Plan, the Air Resources Board has also released the Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under CEQA. The Air Resources Board Draft Staff Proposal includes potential interim performance standards for project types and emissions sources including construction, energy, water use, waste, transportation, and total mass greenhouse gas emissions. Specific thresholds and performance criteria for these categories have yet to be developed.

Senate Bill 375 was signed in September 2008 and aligns regional transportation planning efforts, regional greenhouse gas reduction targets, and land use and housing allocation. Senate Bill 375 requires metropolitan planning organizations to adopt a Sustainable Communities Strategy or Alternative Planning Strategy, which will prescribe land use allocation in that metropolitan planning organization’s Regional Transportation Plan. It also establishes new streamlining opportunities for compatible projects under CEQA. Senate Bill 375 will likely take several years to become fully implemented due to the complex relationship between state, regional, and local agencies. First, the state must develop the modeling guidelines and the greenhouse gas regional reduction targets, then regional agencies must develop their sustainable communities strategies. Only after the state and

regional agencies accomplish their Senate Bill 375 responsibilities will cities and counties be required to bring their housing elements into conformity and be able to take advantage of the new CEQA streamlining tools.

2.2.5.2 Existing Setting

As part of its supporting documentation for the Draft Scoping Plan, the California Air Resources Board recently released an updated version of the greenhouse gas inventory for California (May 28, 2010). Shown below is a graph that shows the total greenhouse gas emissions for California for 1990, 2006–2008 average, and 2020 projected if no action is taken.



Graph of California Greenhouse Gas Inventory
 Taken from: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>.

2.2.5.3 Thresholds of Significance

The California Global Warming Solutions Act of 2006 (Assembly Bill 32, Health and Safety Code Section 38500 *et. seq.*) requires reduction of California’s greenhouse gas emissions to 1990 levels by 2020. The California Air Resources Board has established this 1990 level at 427 million metric tons of carbon dioxide equivalent emissions as an attainment goal.

Pursuant to Assembly Bill 32 and other related legislation, various actions have established plans and regulations that identify emission limits and reduction measures.

On December 30, 2009, the Secretary for Natural Resources adopted amendments to the State CEQA Guidelines that address greenhouse gas emissions. On February 16, 2010, the Office of Administrative Law filed the amendments with the Secretary of State. The amendments are effective as of March 18, 2010.

Establishment of thresholds at the state and/or local level has been a point of discussion and analysis by various agencies and boards (i.e., Office of Planning and Research, Air

Resources Board, California Air Pollution Control Officers Association). Information has been presented on various scenarios including no thresholds, a zero threshold, and a non-zero threshold. Values for a non-zero threshold vary and include the factoring in of performance standards as well as a quantitative threshold in determining significance.

The Air Resources Board has been requested by the Governor's Office of Planning and Research to make recommendations for greenhouse gas-related thresholds of significance. Consistent with this request, the Air Resources Board released a Preliminary Draft Staff Proposal (Draft Staff Proposal) in October 2008, which represents the first step toward developing recommended statewide interim thresholds of significance for greenhouse gases that may be adopted by local agencies for their own use. The Draft Staff Proposal focuses on common project types, including industrial, residential, and commercial projects. The collective greenhouse gas emissions from these sectors, together with the transportation sector, represent approximately 80 percent of the statewide greenhouse gas emissions inventory in 2004. Air Resources Board staff believes that thresholds in these important sectors would advance climate objectives, would streamline project review, and would encourage consistency and uniformity in the CEQA analysis of greenhouse gas emissions throughout the state.

State CEQA Guidelines define a significant effect on the environment as a substantial, or potentially substantial, change in the environment caused directly or indirectly by the project. The incremental effect of a project can be significant when it is cumulatively considerable; that is, when the effect is added to that of other past, present, and reasonably foreseeable probable future projects that also contribute to the problem.

Air Resources Board staff believes that for the sectors evaluated in the Draft Staff Proposal, non-zero thresholds can be supported by substantial evidence. Zero thresholds are not recommended because 1) some level of emissions in the near term and at mid-century would still be consistent with climate stabilization; and 2) current and anticipated regulations and programs apart from CEQA, will proliferate and increasingly reduce the greenhouse gas contributions of past, present, and future projects.

Any non-zero threshold must be sufficiently stringent to make substantial contributions to reducing the State's greenhouse gas emission peak, to causing that peak to occur sooner, and to putting California on track to meet its interim (2020) and long-term (2050) emissions reductions targets. Air Resources Board staff believes that the preliminary interim approaches outlined in their Draft Staff Proposal are consistent with these objectives. The approach relies on an industrial project meeting performance standards (or equivalent mitigation) for construction-related emissions and transportation-related emissions, and with mitigation, emissions of no more than 7,000 metric tons of carbon dioxide equivalent/year from non-transportation sources. Residential and commercial projects would also be required to meet performance standards (or equivalent mitigation) for construction-related emissions and operations-related emissions, and with performance standards or equivalent mitigation would emit no more than an amount of carbon dioxide equivalent/year that is still being developed.

The California Air Pollution Control Officers Association (Air Pollution Control Officers Association) looked at options for greenhouse gas thresholds. Quantitative thresholds were studied based on capture of 90 percent or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and non-residential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that would contribute a relatively small fraction of the cumulative statewide greenhouse gas emissions. A 900 metric ton threshold was selected based on an analysis that included data from four diverse cities (Los Angeles, Pleasanton, Dublin, and Livermore). This threshold would apply to industrial, residential, and commercial projects but it is noted that any adoption of such a threshold would require further investigation. The Air Pollution Control Officers Association document also looked at other possible thresholds, including zero thresholds, Air Resources Board reporting thresholds, and efficiency-based thresholds, among others. The Air Pollution Control Officers Association notes that this document is considered a “white paper” and is intended as a resource and not a guidance document.

In June 2010, the Bay Area Air Quality Management District became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for greenhouse gas emissions. Thresholds are set at 1,100 metric tons per year for non-stationary sources and 10,000 metric tons per year for stationary sources.

The Office of Planning and Research indicates that a lead agency should make a good faith effort, based on available information, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. While numerous threshold options have been discussed in various publications, at this time, neither the State of California, nor the Santa Barbara County Air Pollution Control District, nor the City of Goleta have established or adopted CEQA significance thresholds/screening tables for greenhouse gas emissions.

2.2.5.4 Project-specific Impacts

There are a number of modeling tools that can be used to estimate greenhouse gas emissions associated with various project types. The most consistently used model for estimating a project’s direct impacts is the Urban Emissions Model City of Goleta (URBEMIS). URBEMIS is designed to model emissions associated with development of urban land uses and attempts to summarize criteria air pollutants and CO₂ emissions that would occur during construction and operation of new development. This model is publicly available and widely used by CEQA practitioners and air districts, including the Air Resources Board. Use of this model would ensure consistency statewide in how CO₂ emissions are modeled and reported from various project types. The URBEMIS model does not contain emission factors for greenhouse gases other than CO₂, except for methane from mobile sources, which is converted to carbon dioxide equivalent. This may not be a major problem since CO₂ is the most prevalent greenhouse gas for land development projects. It also constitutes approximately 84 percent of all greenhouse gas emissions in California and is considered a “reference gas” for relating the amount of heat absorbed to the level of greenhouse gases emitted.

The URBEMIS model also does not calculate greenhouse gases associated with consumption of energy produced off-site (indirect impacts) and may in some instances, result in the double counting of “linked” trips (i.e., the concept that a residential trip and a commercial trip are quite possibly the same trip, resulting in “double-counting”). However, as noted above, this model is still considered appropriate. Therefore, the City’s methodology for quantifying greenhouse gas emissions relies upon the URBEMIS 2007 9.2.4 air quality modeling software, which is the most current version available.

Construction Impacts

Construction greenhouse gas emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

The project’s Air Quality Study estimates construction of the project would generate [approximately 1,724,750](#) metric tons of carbon dioxide over the construction period, equivalent to a yearly emission rate of less than 1,000 metric tons per year. [This includes greenhouse gas emissions from water delivery used for dust suppression.](#) Project construction activities would result in an adverse but not significant contribution to greenhouse gases and global climate change.

Operational Impacts

The project will not result in any long-term increase in traffic compared to No-Project conditions. Therefore, the project will not result in any long-term increase in transportation-related emissions of greenhouse gases. The project would reduce vehicle miles traveled and reduce congestion, which would reduce long-term greenhouse gas emissions compared to No-Project conditions. The following provides additional discussion.

One of the main strategies to reduce greenhouse gas emissions is to make California’s transportation system more efficient by reducing congestion and the number of vehicle miles traveled. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour. To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors greenhouse gas emissions, particularly carbon dioxide, may be reduced.

Senate Bill 375, an implementing measure for Assembly Bill 32, specifically highlights the importance of reducing vehicle miles traveled, and the County of Santa Barbara Draft Climate Action Study emphasizes designing communities with well thought-out land use patterns to decrease the number of vehicle miles travelled in order to reduce greenhouse gas emissions.

The project would provide new east-west access roads and roundabouts that would reduce traffic congestion [and emissions](#) and improve circulation without substantial changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in regional emissions of greenhouse gases relative to the No-Project Alternative. Operation of the project is expected to result in a slight reduction in greenhouse gas emissions because it would reduce congestion at some intersections along Hollister Avenue and reduce vehicle miles traveled by providing more direct east-west routes through Old Town. The proposed road extensions would also encourage biking and pedestrian transportation by providing more bike lanes and pedestrian walkways in Old Town. These improvements are considered beneficial impacts to climate change, although very small.

The project is included in the Santa Barbara County Association of Governments’ 2008 Regional Transportation Plan. The Final Environmental Impact Report prepared for this plan includes a quantitative analysis of greenhouse gas emissions projected for the year 2030. That analysis indicates that the Regional Transportation Plan would reduce carbon dioxide emissions by 140 tons per day compared to the “No Project” scenario (see Table 2-12). As a project that would reduce congestion and make the local transportation system more efficient, the project contributes to the Regional Transportation Plan’s projected reduction of greenhouse gas emissions through improved traffic flow within the region.

Table 2-12. Carbon Dioxide Emission Comparison

Analysis	Carbon Dioxide Emissions (tons/day)
2007 Clean Air Plan – Year 2002	4,970
2008 Regional Transportation Plan “No Project” – Year 2030	7,450
2008 Regional Transportation Plan “Program” – Year 2030	7,610
2008 Regional Transportation Plan “Plan” – Year 2030	7,310
Year 2002 to 2030 Plan	+2,340
Plan to No Project comparison	-140

Source: Santa Barbara County Association of Governments’ 2008 Regional Transportation Plan Final Environmental Impact Report

Impact Significance

~~The project’s greenhouse gas emissions would be a small percentage of California’s for construction would be far less than the interim County Planning and Development Department or Air Pollution Control District greenhouse gas emissions, which were estimated at 492 million significance threshold of 10,000 metric tons/year. of carbon dioxide equivalent in 2004.~~ The project’s emissions ~~would~~ are also be substantially less than any of the previously noted threshold values identified at the State level. The project would also not conflict with any plan, policy, or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions as a result of identified recommended mitigation measures that maybe applied. Therefore, project specific and cumulative impacts associated with climate change/greenhouse gases are considered less than significant.

The project is not required to assess project vulnerability to sea level rise because a Notice of Preparation was filed in 2004 and updated in 2008, and the project is programmed for construction funding prior to the end of 2013.

2.2.5.5 Impacts of the Fowler Road Extension Alternative

The impacts from this alternative would be the same as those of the project.

2.2.5.6 Impacts of the No-Project Alternative

No construction equipment emissions of greenhouse gases would occur under this alternative. Over the long term, traffic conditions under the No-Project Alternative would worsen and greenhouse gas emissions would increase.

2.2.5.7 Mitigation Measures

Project-specific and cumulative impacts associated with climate change/greenhouse gases are considered less than significant. Implementation of short-term measure AQ-2 (see Section 2.2.4) would reduce greenhouse gas and other emissions during construction. The operational phase of the project is expected to result in reductions of greenhouse gas emissions compared to the No-Project Alternative.

To the extent that it is applicable or feasible for the project and through coordination with the project development team, Goleta would implement measures to reduce the greenhouse gas emissions and potential climate change impacts from the project (see above).

2.2.5.8 Residual Impacts

Residual impacts as a result of the project's greenhouse gas emissions would remain less than significant.

2.2.6 Noise

2.2.6.1 Regulatory Setting

Federal

The National Environmental Policy Act of 1969 and the California Environmental Quality Act provide the broad basis for analyzing and abating the effects of highway traffic noise. The intent of these laws is to promote the general welfare and to foster a healthy environment.

National Environmental Policy Act and 23 Code of Federal Regulations 772

For highway transportation projects with federal funding and Federal Highway Administration involvement, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 Code of Federal Regulations 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria that are used to determine when a noise impact would occur. The noise abatement criteria differ depending on the type of land use under analysis. For example, the criterion for residences (67 decibels) is lower than the criterion for commercial areas (72 decibels). Table 2-13 lists the noise abatement criteria for use in the National Environmental Policy Act and 23 Code of Federal Regulations 772 analysis. Table 2-14 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

Table 2-13. Activity Categories and Noise Abatement Criteria

Activity Category	Noise Abatement Criteria, A-weighted Noise Level, dBA Leq(h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	–	Undeveloped lands
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: Caltrans Traffic Noise Analysis Manual, August, 2006.

Table 2-14. Noise Levels of Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires a strictly baseline versus build analysis to assess whether a project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

A-weighted decibels (dBA) are adjusted to approximate the way humans perceive sound. Leq(h) is the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over one hour.

In accordance with the Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12-decibel or more increase) or when the future noise level with the project approaches or

exceeds the noise abatement criteria. Approaching the noise abatement criteria is defined as coming within 1 decibel of the noise abatement criteria.

If it is determined that the project would have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated into the project.

Caltrans' Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5-decibel reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents' acceptance, the absolute noise level, project versus existing noise, environmental impacts of abatement, public and local agencies' input, newly built development versus development pre-dating 1978, and the cost per benefited residence.

Regional, County, City

City of Goleta 2006 General Plan/Coastal Land Use Plan Noise Element

The City of Goleta General Plan/Coastal Land Use Plan (General Plan) Noise Element is the local planning document that has established criteria and policies designed to achieve land use compatibility for proposed development. Policies addressing these hazards and applicable to the project are listed below.

- Policy NE 2.1, Standards for Use of Noise Barriers along Roadways
- Policy NE 6.4, Restrictions on Construction Hours
- Policy NE 6.5, Other Measures to Reduce Construction Noise

Project potential consistency with these policies is addressed in Table F-5 in Appendix F.

The City of Goleta (Goleta) is the CEQA Lead Agency. Caltrans is administering federal funds and the noise analysis therefore includes Caltrans noise abatement criteria in addition to Goleta's General Plan Noise Element standards.

2.2.6.2 Existing Setting

The following analysis is based on the March 2011 Ekwil Street and Fowler Road Extensions Project Noise Impact Assessment.

The project area is bound by Santa Barbara Airport (Fairview Avenue) on the west, State Route 217 to the east, Hollister Avenue on the north and Fowler Road and South Street on the south. This area contains a mix of moderate/high density multi-family residential, general industrial, general commercial, service related, and visitor serving areas, and a playing field.

Within the project area, identified existing noise-sensitive land uses include a mobile home park on the northeastern corner of the proposed Ekwil Street/Pine Avenue intersection.

Additional residential areas of concern are located along the existing Pine Avenue, Daley Street and the area at the southern extreme of Fairview Avenue. Field inspection suggests that some areas zoned as general industrial may contain residential units. A grassy sports playing field associated with the Goleta Valley Community Center and the Goleta Boys and Girls Club is located north of the proposed Ekwil Street extension.

Short-term, long-term, and predicted noise measurement locations were established to support the noise impact analysis (see Figure 2-14). Eleven of the twelve measurements are located at nine “noise-sensitive receptors” described below. Existing noise conditions at the nine sensitive locations are presented in Table 2-15.

Table 2-15. Noise Levels and Impacts at Noise-sensitive Receptors

Receptor # and Location	Receptor Type	Activity Category	Noise Abatement Criteria	Existing Noise Level ¹	2035 Predicted Noise Levels Without Project ¹	2035 Predicted Noise Levels With Project ¹	Noise Abatement Feasible ²
LT2 – Ekwil	Mobile home park	B	67	60	61	61	N/A
ST4 – Ekwil	Residential	B	67	60	60	63	N/A
ST5 – Fowler	Residential	B	67	61	61	61	N/A
ST7 – Ekwil	Playground	B	67	52	53	55	N/A
ST8 – Ekwil	Sports field	B	67	52	53	55	N/A
ST9 – Ekwil	Sports field	B	67	53	53	55	N/A
ST10 – Fowler	Residence	B	67	69	70 ³	69	No
PL1 – Hollister	Sexton House	C	72	70	70	69	N/A
PL2 – Ekwil	Residence	B	67	61	63	62	N/A
PL3 – Ekwil	Residence	B	67	58	59	60	N/A
PL4 – Ekwil	Residence	B	67	58	59	59	N/A

1 Noise expressed as equivalent 1-hour sound pressure level, dBA Leq[h].

2 N/A = Not applicable (noise abatement not required because sound levels do not exceed abatement criteria).

3 The project would create new roadways and reduce congestion in Old Town and is forecast to result in a minor reduction in noise compared to “without project” (No-Project) conditions. Noise levels increase slightly in locations where the project would introduce new roadways to existing vacant/under-developed areas

Fowler Road Extension – Existing Noise Conditions

The areas surrounding the proposed Fowler Road extension primarily include office and industrial services. The westernmost third of the extension, including the roundabout, extends into the Santa Barbara Municipal Airport (airport) Clear Zone where noise-sensitive land uses and tall structures that could interfere with low-flying aircraft are prohibited. A noise measurement location (ST5) was established at a sensitive receptor along the proposed Fowler Road extension:

ST5: This location is a residential property located adjacent to the Santa Barbara Municipal Airport. This measurement location is in the driveway of a corner house at the southeastern end of the corner where the existing Fowler Road and Fairview Avenue meet. This site has mixed hard/soft terrain. Existing measured noise levels are the result of a combination of traffic noise, aircraft overflights, pedestrian noise, helicopters, and a residential air-

conditioning unit. Aircraft overflight is the dominant noise contributor at this location and a primary cause of extreme fluctuations in noise levels.

Ekwill Street Extension – Existing Noise Conditions

Inspection indicates that the proposed Ekwill Street extension between Kellogg Avenue and Pine Avenue abuts agricultural land and a general industrial building to the south and Old San Jose Creek to the north. North of the creek lies the Goleta Valley Community Center (community center) sports field and a playground at the Boys and Girls Club. The proposed alignment between Pine and Fairview abuts commercial, industrial, and some residential land uses.

Six noise measurement locations and three predicted locations were established at noise-sensitive receptors located adjacent to the proposed Ekwill Street extension:

ST4: This location is a residential property. This measurement location is representative of nearby residences that have back lots that front along Daley Street. Measured noise levels result from a combination of aircraft overflights and industrial noise, each providing a substantial contribution.

ST7-ST9: These locations represent the Boys and Girls Club and the sports field located behind the community center. Primary noise sources at this location were aircraft overflights and children playing.

ST10: This location is a residence. Primary noise sources at this location were aircraft overflights and traffic noise.

LT2: This location represents a mobile home park. Measured noise levels are the result of a combination of aircraft overflights, traffic, industrial noise, and residential air conditioner noise.

PL2: This location is a residence on Daley Street just south of the proposed new Ekwill Street alignment and just east of Fairview Avenue. This receiver was used as a prediction point for the future alignment.

PL3-PL4: These locations are residences. The locations were used as a prediction point for the future alignment.

Hollister Avenue Improvements at State Route 217 – Existing Noise Conditions

The area immediately adjacent to the westernmost proposed roundabout is primarily commercial and is not considered a sensitive receiver. [The southwestern side of this intersection is occupied by a used/rental car lot. The San Jose Creek channel is west of the car lot and a Sizzler restaurant is west of the channel. The northwestern side of this intersection is occupied by a used/rental car lot. The San Jose Creek channel is east of the car lot. Three residences are located on the northwestern side of Hollister Avenue, between Dearborn Place \(to the east\) and the creek channel \(to the west\). Apartments and condominium residences are located farther north along the western side of Dearborn Place.](#) The area adjacent to the easternmost proposed roundabout includes an orchard to the south and the historic Sexton House and Pacifica Suites to the north. Although the Sexton House is operated by Pacifica Suites, the historic structure is now a commercial property operated by

Pacifica Suites for meetings and no longer serves residential functions. A prediction-only noise analysis point (PL1) was included at this location.

Kellogg Avenue Improvements at Hollister Avenue – Existing Noise Conditions

No noise-sensitive receptors are located in this area and noise measurements were not taken.

2.2.6.3 Thresholds of Significance

CEQA Guidelines, Appendix G state that a significant noise impact would be expected to occur if the project would:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- b) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- d) 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
- e) 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

A significant noise impact would be expected to occur if the project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in Goleta's Environmental Thresholds & Guidelines Manual. The adopted thresholds assume that outdoor noise levels in excess of 65 dB(A), [expressed as either Day-Night Average Noise Level or Community Noise Equivalent Level](#) are considered to pose significant noise impacts on sensitive receptors.

With respect to construction noise, there are no separate standards or compatibility measures in the Noise Element.

Finally, in accordance with Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12-decibel or more increase) or when the future noise level with the project approaches or exceeds the noise abatement criteria (see Table 2-16). Approaching the noise abatement criteria is defined as coming within 1 decibel of the noise abatement criteria.

2.2.6.4 Project-Specific Impacts

Construction Impacts

a, c) Construction is expected to occur over an estimated 24-month period. As per Goleta General Plan, construction activities near sensitive receptors in Goleta would occur on weekdays between the hours of 8:00 a.m. and 5:00 p.m. Exceptions to these restrictions may be made in extenuating circumstances on a case by case basis at the discretion of the Goleta

Director of Planning and Environmental Services. No significant nighttime impacts are expected during construction.

Table 2-16. Noise Abatement Criteria

Activity Category	Noise Abatement Criteria, A-weighted Noise Level, dBA Leq(h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	–	Undeveloped lands
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: Caltrans Traffic Noise Analysis Protocol, 2006.

A-weighted decibels (dBA) are adjusted to approximate the way humans perceive sound. Leq(h) is the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over one hour.

Daytime noise from construction activities would add to the noise environment in the immediate project area. Activities involved in construction would generate noise levels ranging from 82 to 102 dBA at a distance of 100 feet. Construction noise impacts could result in annoyance if unusually noisy equipment is used.

Noise would also be generated during the construction phase by increased truck traffic on area roadways associated with transport of heavy materials and equipment. This noise increase would be of short duration and would occur primarily during daytime hours.

Any noise impacts from construction activity are anticipated to be minimized because construction would be limited to daytime hours, would be conducted in accordance with Caltrans Standard Specifications, and would be short-term and generate only intermittent sound. Noise levels at most locations would continue to be dominated by existing traffic and aircraft noise.

The mobile home park on Pine Street and the residences on Placencia Street [and Dearborn Place](#) may experience a temporary increase in day-time noise levels.

Noise impacts during construction are considered less than significant with mitigation.

Operational Impacts

a, b) Operation of the proposed Ekwill Street and Fowler Road Extensions Project would not result in future (2035) noise levels that would require a detailed consideration of noise abatement (see Table 2-15). Future project-related noise levels at the sensitive locations are not expected to increase by more than 3 decibels, and none of the future noise levels at sensitive receptors would approach or exceed noise abatement criteria, with the exception of noise at residential short-term (ST) noise measuring location ST10. At this location

operations would not result in a noticeable change from existing conditions and no impacts would occur. At this location noise levels would remain higher than City or Caltrans' standards but no long-term (LT) abatement measures are considered feasible or are recommended at this location because a noise barrier would impede access to the residence's driveway and noise barriers cannot be built across existing driveways. Furthermore, a noise barrier along the Ekwill Street extension would not reduce the location's dominant noise sources (i.e., aircraft overflights and automobile traffic on State Route 217).

[After its completion, the project is not expected to alter noise levels at residences along/adjacent to Dearborn Place. The Traffic Noise Model \(TNM\) results for a similar location \(PL-1\) at a similar distance from State Route 217 and Hollister Avenue show that the project would not change roadway noise levels significantly.](#)

d-e) The Santa Barbara Municipal Airport is located within two miles of the project study area. However, the road extensions project would not result in population growth, residential development, or other effects that would increase exposure of people to excessive noise levels. The project site is not located within the vicinity of a private airstrip.

In sum, the project would not result in a permanent increase of ambient noise that exceeds existing conditions without the project. Therefore, no significant operational impacts would occur.

2.2.6.5 [Impacts of the Fowler Road Extension Alternative](#)

[The impacts from this alternative would be the same as those of the project.](#)

2.2.6.6 Impacts of the No-Project Alternative

Under the No-Project Alternative, noise levels would not change substantially from current conditions. Noise modeling summarized in Table 2-15 indicates that noise levels at some locations would slightly increase while others would remain the same.

2.2.6.7 Mitigation Measures

To avoid unnecessary annoyance from construction noise, the construction noise control measures noted below shall be implemented.

Noise-1: Caltrans Construction Contractor Specifications. Comply with Caltrans' Standard Specifications Section 14-8.02 (2009), Sound Control Requirements, including:

- The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract.
- Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the job site without an appropriate muffler.

Plan Requirements and Timing: Prior to construction, the above measures shall be incorporated into the construction contract document.

Monitoring: Goleta staff or authorized monitor shall verify compliance via periodic inspections.

Noise-2: Construction Noise Abatement. As directed by the resident engineer, the contractor shall implement appropriate additional noise abatement measures during construction including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources, as determined feasible by the resident engineer or construction manager/superintendent.

Plan Requirements and Timing: Prior to construction, the above measures shall be incorporated into the construction contract document.

Monitoring: Goleta staff or authorized monitor shall verify compliance via periodic inspections.

2.2.6.8 Residual Impacts

With implementation of these mitigation measures, residual noise-related impacts would be considered less than significant.

2.2.7 Energy Utilization

2.2.7.1 Regulatory Setting

State

California Environmental Quality Act

Environmental impact reports are required to include a discussion of the potential energy impacts of projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

Regional, County, City

Goleta General Plan Conservation Element

Policy CE 13.1 indicates that Goleta shall implement energy conservation requirements for city-owned facilities at the time of major improvements. Energy conservation measures may include energy-efficient interior and exterior building lighting, energy-efficient street lighting, natural ventilation and solar hot water systems, and landscaping with drought-tolerant species and deciduous trees to shade streets and the south and west sides of buildings in summer. For all Goleta construction projects, Goleta shall comply with the state's energy conservation building standards set forth in Title 24.

2.2.7.2 Existing Setting

The affected environment analysis regarding energy resources applies similarly to all four of the project components (i.e., Fowler Road and Ekwill Street extensions, Hollister Avenue improvements at State Route 217, and the Kellogg Avenue improvements at Hollister Avenue). As such, only one discussion regarding the affected environment is presented.

Most of the world's energy comes from fossil fuel, which is burned to produce heat. A raw form of energy is converted to a useable form (e.g., coal is burned to produce steam, which drives turbines to produce electricity). Energy is measured in terms of work capability (e.g., electric energy is measured in kilowatt-hours, where a kilowatt is a measure of power or heat flow rate). California is dependent upon three major forms of energy: petroleum fuels, natural gas, and electricity. Energy service requirements are related to the size and type of project and the geographic area served. New projects or the expansion of existing uses may increase energy consumption and affect the energy distribution infrastructure.

Petroleum Fuels

The two major categories of petroleum fuels are: gasoline and diesel for passenger vehicles, transit, and rail vehicles; and fuel oils for industry and electrical power generation. Other liquid fuels include kerosene for jets. Per the Western States Petroleum Association report of 2010, California imports approximately 60 percent of petroleum fuels from Alaska and foreign countries. A variety of retail facilities provides petroleum fuel in the City of Goleta (Goleta), none of which is produced locally.

Natural Gas

Although natural gas is usually produced in conjunction with oil, the primary source for natural gas in California is not associated with California oil supplies. California produces 349 billion cubic feet of natural gas per year but imports two trillion cubic feet per year from other states. The Southern California Gas Company (the Gas Company), a subsidiary of Sempra Energy, provides natural gas to Goleta. As the nation's largest natural gas distribution utility, the Gas Company serves 20.5 million people through 5.7 million gas meters in more than 50 communities. Its service area encompasses approximately 20,000 square miles of central and southern California.

Electricity

The production of electricity requires the consumption of other energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear. Most of these resources are used as heat sources for steam turbines that drive electric generators. The electricity generated is distributed via a network of transmission and distribution lines commonly known as a power grid. Southern California Edison provides electricity service to 13 million people, 5,000 large business and 280,000 small businesses within a 50,000-square-mile service area in California, including Goleta.

Three substations serve the Goleta area, of which one is located in Old Town (the Hollister substation [35 Megawatt capacity] on Hollister Avenue).

2.2.7.3 Thresholds of Significance

CEQA emphasizes avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Additionally, Goleta's General Plan policies direct use of energy-saving devices such as efficient street lighting and landscaping with drought-tolerant species.

2.2.7.4 Project-specific Impacts

Construction Impacts

During construction of the project, gasoline and diesel fuel will be consumed by construction equipment and trucks, and by construction workers commuting in vehicles to and from the work sites. Construction vehicles and tools would create additional demand for fuel and electricity. However, because of the temporary nature of the construction period, use of energy resources would be minimal. No new infrastructure to produce or deliver fuel to the area would be required. The minor, temporary increase in fuel and energy consumption would not have an adverse effect on the environment.

Operational Impacts

The project will improve traffic circulation and relieve congestion in Old Town. In addition, the project will provide more direct east-west roadways for vehicles traveling through Old Town and thus is expected to reduce miles traveled and associated use of fossil fuel. Additionally, lighting and landscaping design would incorporate energy-efficient uses, including efficient street lighting and drought-tolerant species. As the project would not generate a net increase in vehicular trips, the project would not disrupt or cause a substantial

increase in fuel use or energy consumption. When balancing energy used during operation against energy saved by relieving congestion and other transportation efficiencies, the project would not have substantial energy impacts.

2.2.7.5 Impacts of the Fowler Road Extension Alternative

The impacts from this alternative would be the same as those of the project.

2.2.7.6 Impacts of the No-Project Alternative

The No-Project Alternative would not require the use of sources of fuel during construction as no construction activities would occur, and existing uses would continue to utilize energy resources at or beyond the present levels. The No-Project Alternative would not have beneficial impacts with regard to long-term energy use.

2.2.7.7 Mitigation Measures

No substantial adverse impacts are expected; therefore no mitigation measures are required.

2.2.7.8 Residual Impacts

No mitigation measures would be required, and no residual impacts related to energy would occur.

2.3 Biological Environment

2.3.1 Natural Communities

This chapter of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This chapter also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

2.3.1.1 Regulatory Setting

Federal

Generally speaking, the federal government does not regulate land uses on non-federal lands, and most habitat areas are not federally protected. Special cases, such as habitat areas designated as critical habitat for federally-listed species pursuant to Section 4 of the Endangered Species Act and wetland and aquatic habitats protected under the Clean Water Act, are discussed in sections of the EIR that pertain to these habitats more directly. Critical habitat for endangered species is addressed in Section 2.3.5 (Threatened and Endangered Species), and federally protected wetland habitats are discussed in Section 2.3.2 (Wetlands and Other Waters).

State

Although most habitats are not protected under state law, certain sensitive natural communities (such as oak woodlands and riparian habitats) are protected through statutes in the California Fish and Game Code and Public Resources Code. Also, the California Department of Fish and Game maintains a list of sensitive communities, and impacts to these habitats are generally considered significant under CEQA.

Regional, County, City

City of Goleta General Plan/ Coastal Land Use Plan, Land Use and Conservation Elements.

The following policies from the Land Use Element and Conservation Element of Goleta General Plan/Coastal Land Use Plan (General Plan) apply to natural communities:

- Policy LU 1.7, New Development and Protection of Environmental Resources
- Policy CE 1.6, Protection of Environmentally Sensitive Habitat Areas
- Policy CE 1.7, Mitigation of Impacts to Environmentally Sensitive Habitat Areas
- Policy CE 1.8, Environmentally Sensitive Habitat Area Buffers
- Policy CE 1.9, Standards Applicable to Development Projects
- Policy CE 9.2, Tree Protection Plan
- Policy CE 9.3, Native Oak Woodlands or Savannas
- Policy CE 9.4, Tree Protection Standards
- Policy CE 9.5, Mitigation of Impacts to Native Trees

The project's consistency with these policies is addressed in Table F-5 in Appendix F.

Additional local regulations pertaining to natural communities are included in the County of Santa Barbara's 1998 Final Goleta Old Town Revitalization Plan; Santa Barbara Local Coastal Plan, Airport and Goleta Slough; and Draft Goleta Slough Ecosystem Management Plan. The Land Use Element of the Goleta General Plan states that one of its guiding principles and goals is to "Ensure that the amounts, locations, and characteristics of new development are determined in a manner that will preserve sensitive habitats and other natural resources". Goleta's regulations are the most restrictive and either meet or exceed requirements of the other regulations.

Environmentally sensitive habitat areas that apply for wetlands or creeks are discussed in Section 2.3.2. Monarch butterfly (*Danaus plexippus*) and raptor environmentally sensitive habitat areas are discussed in Section 2.3.4.

2.3.1.2 Existing Setting

The following analysis is based on the July 2010 Ekwill Street and Fowler Road Extensions Project Natural Environmental Study.

Existing Vegetation: Natural communities of special concern in the region include southern willow riparian woodland, valley needlegrass grassland, freshwater marsh, coastal maritime chaparral, and southern vernal pool. These are communities that once were widely distributed throughout California, but urban and agricultural development, land reclamation, water supply projects, and flood control have severely reduced the area of these habitats both in the state and in Santa Barbara County. Each of these communities provides habitat for a variety of plant and animal species, some of them endangered or threatened. Many species have declined in numbers in the wake of human development.

The only natural community of special concern that occurs in the biological study area is southern willow riparian woodland. The dominant species and defining characteristics of this community are described below.

Willow Riparian Woodland

Southern willow riparian woodland, hereafter referred to as willow riparian woodland, is the dominant vegetation type that occurs along the Old San Jose Creek riparian corridor (see figures 2-15, 2-16, and 2-17). Approximately ~~6.127.92~~ 6.127.92 acres of native willow riparian woodland habitat mixed with non-native species is present along all creeks within the biological study area including San Jose, San Pedro, and Old San Jose creeks. The willow riparian woodland habitat here consists of arroyo willow (*Salix lasiolepis*) with understory species such as blackberry (*Rubus ursinus*), mugwort (*Artemisia douglasiana*), poison oak (*Toxicodendron diversilobum*), and branching phacelia (*Phacelia ramosissima*). A patch of narrowleaf willow (*Salix exigua*) and scattered red willows (*Salix laevigata*) are also present. Non-native species in this habitat include giant reed (*Arundo donax*), cape ivy (*Delairea odorata*), nasturtium (*Tropaeolum majus*), periwinkle (*Vinca major*), and castor bean (*Ricinus communis*), and are most prevalent from the riparian corridor west of Pine Avenue to the myoporium grove near the mouth of Old San Jose Creek. Willow riparian woodland is also present near the upstream portion of Old San Jose Creek east of Pine Avenue near the

bus yard, and adjacent to San Jose Creek in the northwestern corner of the westernmost proposed Hollister roundabout. The proposed Fowler Road area contains scattered patches of willow riparian woodland habitat adjacent to both Old San Jose Creek and San Pedro Creek.

Wildlife Movement: “Wildlife corridor” is a term commonly used to describe linkages between discrete areas of natural habitat that allow movement of wildlife for foraging, dispersal, and seasonal migration. These linkages are important in maintaining genetic diversity and critical population numbers of vertebrate species. Because of the existing stream diversion, the function of Old San Jose Creek as a wildlife corridor is potentially limited. The connection points with other habitats are available at the mouth of Old San Jose Creek where it connects with the man-made, channelized portion of San Jose Creek near SR 217, and the Southern California Gas Company and Goleta Sanitary District parcels south of the creek, which provide a linkage to the larger habitat of Goleta Slough.

2.3.1.3 Thresholds of Significance

Consistent with the Environmental Thresholds and Guidelines Manual adopted by Goleta, the thresholds in Appendix G of the State CEQA Guidelines (as amended) have been applied in this [Draft/Final](#) EIR to determine whether the project’s impacts on biological resources are significant. However, because not all of the biological thresholds in Appendix G pertain to natural communities, some thresholds are omitted from the analysis in this section. As specified in Appendix G, impacts would be significant if the project would:

- 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 (See Sections 2.3.3 and 2.3.4 for analysis).
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service (Analysis in this section.)
- 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 (See Section 2.3.2 for analysis).
- 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 (Analysis in this section.)
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (See Section 2.1.1.2 and Appendix F for analysis.)
- 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 (See Section 2.1.1.2 and Appendix F for analysis.)

2.3.1.4 Project-specific Impacts

b) Impacts to Riparian or Special-Status Plant Communities: The Ekwill Street and Fowler Road creek crossings will displace a mixture of native riparian vegetation and weedy non-native vegetation. Temporary and permanent impacts from construction of the road extensions would include vegetation clearing and grading necessary to construct the open-bottomed culverts over San Jose Creek and Old San Jose Creek. Temporary impacts to willow riparian woodland (a sensitive natural community) would total 1.7242 acres while permanent impacts would total 1.3643 acres. (Jurisdictional considerations and other details regarding impacts to willow riparian woodland habitat are discussed below in Section 2.3.2.) Figure 2-18 provides an overview of project-wide impacts to willow riparian woodland habitat. Temporary impacts from construction of the road extensions will create disturbed areas around the new road route and culvert locations. Many of the invasive plant species present in the biological study area, especially ruderal annual plants, are highly likely to invade newly disturbed areas. Therefore, the project is likely to contribute to a slight increase in invasive plant species abundance along Old San Jose Creek at the culvert crossings and along the new road edges. Invasive bird species and feral cats would also likely increase along the new road extensions because these species have a higher propensity to occur in agricultural, residential, and industrial areas.

The permanent impacts associated with the project include the replacement of natural habitat with a road. There could be loss of habitat and creation of minor ruderal habitat along the road's edge that may serve as a vector for the spreading of weed seeds.

Due to the sensitive nature of this vegetation community, impacts to willow riparian woodland would be potentially significant absent mitigation, but mitigable to a less than significant level. Mitigation would consist of compensatory creation and restoration of willow riparian habitats, as detailed below.

d) Impacts to Wildlife Movement and Habitat Connectivity: The proposed crossings would increase habitat fragmentation along what is currently a fairly continuous riparian corridor along Old San Jose Creek. However, the habitat quality is only marginal and the function of Old San Jose Creek as a wildlife corridor is limited because it is no longer connected to the upper watershed and does not receive enough water from runoff to support aquatic species. Further, the proposed culverts at the creek crossings are designed to minimize habitat fragmentation by maintaining the existing natural creek bottom in new open-bottom culverts, which increases the ability of wildlife to travel through the culverts. Because the proposed improvements would not substantially impede the ability of wildlife to pass through the project site, and considering the marginal nature of the existing habitat, impacts to wildlife movement would be less than significant.

2.3.1.5 Impacts of the Fowler Road Extension Alternative

b) Impacts to Riparian or Special-status Plant Communities: The northern alignment of Fowler Road would displace a mixture of native riparian vegetation and weedy, non-native vegetation. Temporary impacts to willow riparian woodland (a sensitive natural community) would total 1.77 acres while permanent impacts would total 1.95 acres. (Jurisdictional considerations and other details regarding impacts to willow riparian woodland habitat are

discussed below in Section 2.3.2.) Figures 2-19 and 2-20 provide a vegetation map and an overview of impacts to willow riparian woodland habitat, respectively. Compared to the project, impacts to willow riparian woodland under this alternative would be greater by 0.59 acres of permanent impact and 0.05 acres of temporary impact. All of this increase in impacts would occur in the vicinity of the Fowler Road extension, as this alternative is identical to the project with respect to the other project components. Aside from the slight increase in acreage of impacts to willow riparian woodland habitat, impacts of the Fowler Road Extensions Alternative would be the same as those of the project.

d) Impacts to Wildlife Movement and Habitat Connectivity: Although the alignment of Fowler Road would be slightly further north under this alternative than under the project, impacts to habitat connectivity and wildlife movement would be the same as those of the project. This alternative would fill a short drainage ditch near the intersection of Technology Drive and the proposed Fowler Road extension, but the ditch does not serve as a substantial wildlife linkage because the eastern end of this drainage terminates in a developed area. Impacts to the ditch would not adversely affect wildlife movement.

2.3.1.6 Impacts of the No-Project Alternative

The No-Project Alternative would have no effect on natural communities.

2.3.1.7 Mitigation Measures

The following measures would avoid or substantially reduce impacts of the project and the Fowler Road Extension Alternative on natural communities. Mitigation measure WE-2, presented in Section 2.3.2, would also reduce these impacts.

NA-1: Protection and Replacement of Riparian Habitat. Areas of disturbance along Old San Jose Creek shall be ~~minimized~~limited according to the ~~measures specified below~~greatest extent feasible. In areas of dense willow riparian woodland, the work area shall be ~~minimized~~limited to the least amount of area needed to build the culverts at the creek crossings. The construction area shall be designated and fenced off with environmentally sensitive area fencing, and no ground disturbance in riparian areas outside the designated construction area shall be permitted. Environmentally sensitive area fencing shall be installed in coordination with a City-approved biologist. In addition, a biological monitor shall be present during the removal of dense vegetation to ensure that no sensitive species are present in the area. Permanent loss of wetland willow riparian woodland habitat shall be mitigated by restoring riparian habitat, with top priority given to restoring areas along Old San Jose Creek where native riparian habitat is lacking due to invasion of non-native species. ~~To the extent feasible, h~~Habitat and trees lost in the coastal zone shall be mitigated with priority given to mitigation within the coastal zone. Both inside and outside the coastal zone, permanent loss of coastal wetland/riparian vegetation shall be mitigated at a ratio of 3:1, ~~equaling 4.29~~ acres of riparian habitat creation or restoration. Temporary impacts shall be mitigated at a ratio of 2:1, ~~equaling an additional 2.78~~ acres of coastal wetland/riparian vegetation creation and/or restoration, ~~for a grand total of 7.07 acres of riparian restoration to be implemented (~~The mitigation ~~for permanent and temporary impacts)~~shall include sufficient habitat creation to ensure no net loss of jurisdictional wetlands, waters, or streambeds.

Mitigation of impacts within the coastal zone shall ~~include, have priority given~~ to the ~~maximum extent feasible~~ following mitigations, listed in order of priority:

- Replacing patches of non-native species in the project right-of-way with native riparian willows or scrub within the Old San Jose Creek corridor to expand the existing riparian canopy.
- Enhancing the habitat quality of Old San Jose Creek by removing invasive species and revegetating with native riparian species. There would be a substantial benefit to riparian habitat quality by removing highly invasive species such as giant reed from the entire Old San Jose Creek corridor.

Mitigation outside of the coastal zone shall include the following, ~~to the maximum extent feasible~~: enhancement, restoration, or a combination of the two, as described above. Armitos Park is a potential riparian mitigation site, because it is located within the San Jose Creek watershed and is owned by Goleta. Mitigation shall ~~occur at first be pursued in~~ appropriate areas within the vicinity of the project, ~~to the extent feasible~~, and then to areas beyond the project vicinity as necessary.

Plan Requirements and Timing: A biological mitigation and monitoring plan that incorporates all of the biological conditions related to construction of the project shall be prepared and implemented by a Goleta-approved biologist. The plan shall include protection and replacement of habitats, streams, and wetlands, and measures for the protection of sensitive plants and animals, as described in this EIR. The plan shall be submitted to resource agencies and Goleta for review prior to construction. Resource agency review and approval would ensure the plan is consistent with provisions of the Section 404 permit, Section 401 Water Quality Certification, and Streambed Alteration Agreement.

Environmentally sensitive areas to be fenced and avoided shall be plotted on project plans and included in the construction contract document.

Monitoring: All restoration will be monitored and maintained for a 5-year period with changes made as necessary based on annual monitoring reports, per the Goleta General Plan.

NA-2: Implement Native Tree Inventory and Protection Plan. A detailed inventory of native trees and a tree protection plan shall be developed by a certified arborist or qualified expert prior to project construction. The tree protection plan shall be submitted to Goleta for review. Any mature native trees damaged or removed shall be replaced at a ratio of 10:1, and, as noted above, any trees lost in the coastal zone shall be replaced in the coastal zone. Suitable restoration areas will be selected along Old San Jose Creek or San Jose Creek. Native trees shall be grown from local seed stock in 5-gallon containers and planted at 8- to 10-foot spacing.

Plan Requirements and Timing: The tree protection plan shall be submitted to resource agencies and Goleta for review prior to construction. Prior to construction, the above measure shall be incorporated into the construction contract document.

Monitoring: All mitigation restoration areas shall be monitored and maintained for a 5-year period to ensure successful establishment. In addition, an inventory of native trees and a Tree Protection Plan shall be developed by a certified arborist or qualified expert prior to project

construction. Goleta staff or the authorized monitor shall inspect the project site to verify implementation of the approved tree protection plan during construction.

NA-3: Avoid Landscaping Use of Invasive Plants. To reduce the impacts of invasive plants colonizing adjacent native habitats, the landscaping plan ~~for the project~~ shall be reviewed by a Goleta-approved biologist. The landscaping and erosion control developed ~~for the project~~ will not use known invasive plants that frequently escape to native habitats. Those plants identified on the 2009 California Invasive Plant Council's website under the current Invasive Plant Inventory List will not be used in the landscaping design or for erosion control. Instead, appropriate local native species will be used. Using local native plants and trees in the landscaping design will also reduce impacts to wildlife by providing roosting and nesting habitat for raptors and passerines that use the adjacent agricultural lands, riparian habitat and wetlands.

Plan Requirements and Timing: Preparation, review, and implementation of landscaping plans ~~for the project~~ shall include provisions for the control of invasive plant species. Plans subject to this requirement include erosion control plans and any other landscaping plans associated with the project. Provisions for the control of invasive plant species would include: 1) review and screening of proposed plant palettes and planting plans to identify and avoid the use of such invasive species especially near developed and/or natural interface areas; 2) weed removal during the initial planting of landscaped areas; 3) the monitoring for and removal of weeds and other invasive plant species as part of ongoing landscape maintenance activities; and 4) the removal of soils found to contain invasive species' seed banks and a disposal method both on- and off-site. The frequency and method of monitoring for invasive species would be determined by a qualified botanist. Privately owned staging areas ~~for the project~~ would be subject to the erosion control portions of the proposed measures, but in lieu of replanting, reseeding with appropriate native plants would be acceptable.

The landscape plan shall be reviewed by resource agencies and Goleta prior to construction. The landscape plan shall include a maintenance component that implements this condition. A drainage plan and a storm water management plan prepared by a licensed civil engineer shall be submitted to Goleta for review.

Monitoring: Goleta staff or authorized monitor shall inspect installation of the landscaping and drainage improvement periodically for the first year or as described in the maintenance or performance criteria of the landscape plan or drainage plan.

NA-4: Invasive Species Management. Avoid or minimize use of fertilizer, pesticides, herbicides, and excessive irrigation to minimize the opportunities for invasive species to colonize landscaped areas.

Plan Requirements and Timing: This measure will be included in the landscape plan. It will be reviewed by Goleta and, for areas within its jurisdiction, by the City of Santa Barbara, prior to construction.

Monitoring: Goleta staff or authorized monitor shall inspect the landscaping periodically for evidence of fertilizer, pesticide, or herbicide use, and excessive irrigation.

2.3.1.8 Residual Impacts

| With implementation of these mitigation measures, residual ~~project~~ impacts to natural biological communities would be less than significant.

2.3.2 Wetlands and Other Waters

2.3.2.1 Regulatory Setting

Federal

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act is the primary law regulating wetlands and surface waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during flooding or ponding that were subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that states that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (Corps of Engineers) with oversight by the Environmental Protection Agency.

The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction, and 2) that the project includes all practicable measures to minimize harm.

State

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game, the State Water Resources Control Board and the Regional Water Quality Control Boards. In certain circumstances, the California Coastal Commission (Coastal Commission) may also be involved. California Department of Fish and Game jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Areas under the jurisdiction of the Corps of Engineers (described above) will normally be contained within the area covered by a Streambed Alteration Agreement obtained from the California Department of Fish and Game.

California Coastal Act.

The California Coastal Act (California Public Resources Code Section 30000-30900) was enacted in 1976 to prevent the deterioration or destruction of the state's coastal zone. The Act directs that various sensitive and valuable natural and scenic resources, including coastal wetlands, should be protected, and requires that Coastal Development Permits be obtained for development projects within the coastal zone. The Coastal Commission is responsible for

implementing the Coastal Act, although many jurisdictions, such as the City of Goleta (Goleta), have approved Local Coastal Programs under which Coastal Development Permits can be issued by the local land use authority. The City of Goleta's Local Coastal Program takes the form of a Coastal Land Use Plan incorporated into the Goleta General Plan. Policies and requirements related to coastal wetlands are described below.

Regulations promulgated by the Coastal Commission (14 CCR 13577) define wetlands as “land where the water table is at near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentration of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some during each year and their location within, or adjacent to vegetated wetland or deepwater habitats.” In practice, this definition is effectively the same as the one-parameter definition used by the U.S. Fish and Wildlife Service and California Department of Fish and Game.

Porter-Cologne Water Quality Control Act.

The Porter-Cologne Water Quality Control Act regulates the discharge of pollutants into “waters of the state,” broadly defined to include any surface water or groundwater, including saline waters, within the boundaries of the state. Fill material associated with construction is included within the meaning of the term “pollutant.” Within Santa Barbara County, the Porter-Cologne Water Quality Control Act is administered by the Central Coast Regional Water Quality Control Board. Please see the Water Quality section for additional details.

Regional, County, City

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Water Quality Control Board also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

At the local level, Goleta General Plan/Coastal Land Use Plan (General Plan) contains policies providing for the protection of coastal wetlands. Goleta uses definitions of wetlands accepted by the U.S. Fish and Wildlife Service, the California Department of Fish and Game, and the Coastal Commission to define wetland boundaries, but specifies that the most protective of these definitions should be used in each case. These definitions are broader than the three-parameter definition used by the Corps of Engineers in the Clean Water Act regulatory program, and require only a single parameter (wetland hydrology, hydric soils, or predominance of hydrophytic vegetation) to be present for an area to be considered a wetland. Coastal Land Use Plan policies pertain to wetlands within and outside the coastal zone, and prohibit development within wetlands unless specific criteria are met. Another policy specifies ratios to be used for compensatory mitigation of wetland impacts, and states that impacts should be mitigated at a ratio of 3:1, unless it is demonstrated that a lower ratio would fully mitigate the impact. Under no circumstances may the ratio be less than 2:1.

The following General Plan Conservation Element policies apply to wetlands and creeks:

- Policy CE 2.3, Allowable Uses and Activities in Streamside Protection Areas
- Policy CE 2.5, Maintenance of Creeks as Natural Drainage Systems
- Policy CE 3.3, Site-Specific Wetland Delineations
- Policy CE 3.4, Protection of Wetlands in the Coastal Zone
- Policy CE 3.5, Protection of Wetlands Outside the Coastal Zone
- Policy CE 3.6, Mitigation of Wetland Fill

The project's consistency with Conservation Element policies is addressed in Table F-5 in Appendix F.

2.3.2.2 Existing Setting

The following analysis is based on the July 2010 Ekwil Street and Fowler Road Extensions Project Natural Environmental Study.

Field investigations, including wetland delineations, were conducted at the project site to determine the presence of jurisdictional waters of the U.S., including wetlands, as well as coastal wetlands and jurisdictional streambeds. Where hydrologic features were encountered, the outer limits of the stream or wetland boundary were determined in the field and mapped. Where wetland delineations were performed, methods followed the field procedures described in the 1987 Corps of Engineers Wetland Delineation Manual.

Wetland delineations were performed by a City-approved biologist on September 29, 2004, for the Ekwil Street extension and on November 11, 2004, for the Fowler Road extension. Since the Fowler Road extension was adjusted to the south to minimize impacts to wetlands, another delineation was performed on October 12, 2006, at the current Fowler Road alignment. The edge of riparian vegetation, the top of bank, and oak tree locations along San Jose Creek at the proposed location of the pedestrian bridge north of Hollister Avenue were mapped by City-approved biologists on November 1 and 28, 2007. The bed, bank, and channel of Old San Jose Creek, including associated riparian vegetation, were mapped on May 28 and June 23, 2008. This field survey involved a complete examination of the creek bottom and banks within the limits of the project area and mapping of the "ordinary high water mark." The area surveyed included the entire reach of Old San Jose Creek within the project area, with emphasis on locations where the proposed road extensions would cross the creek.

Waters of the United States. Two wetland parameters (predominance of hydrophytic vegetation and hydric soils) were present at four of the five delineation sample points assessed during the delineation surveys. However, hydrologic connectivity is lacking throughout Old San Jose Creek, and none of the sample points exhibited indicators of wetland hydrology. Thus, no wetlands as defined by the Corps of Engineers occur within the project area.

A total of approximately 1.3945 acres of Corps of Engineers jurisdictional, non-wetland waters of the U.S. are present within the biological study area, assuming an average width at high water mark from bank to bank of 20 feet. ~~These include Old San Jose Creek and a tributary drainage ditch that discharges into~~ This includes Old San Jose Creek.

Coastal Wetlands and Jurisdictional Streambeds. The channels of Old San Jose Creek and its tributary drainage within the project area are streambeds subject to the California Department of Fish and Game’s permitting authority, and also constitute wetlands under the one-parameter definitions used by Goleta. The boundaries of these areas are defined by the tops of the banks (including the willow riparian vegetation), and therefore encompass the federally jurisdictional waters of the U.S. described above. The streambed within the coastal zone is also a coastal wetland, and there is no wetland boundary separate from the boundary of the streambed. Outside the coastal zone, the streambeds would remain subject to Goleta’s General Plan policies relating to wetlands, but would not be considered coastal wetlands due to their location. A total of ~~2,836.23~~ 2.42 acres of California Department of Fish and Game-jurisdictional streambeds occur within the project biological study area, of which ~~0.78 acre~~ is 2.42 acres are within the coastal zone (coastal wetlands), and the remaining ~~2,053.82~~ acres are outside the coastal zone. Maps of the California Department of Fish and Game’s jurisdictional streambeds present at each of the road extension creek crossings are illustrated on Figure 2-18.

The wetland habitat of the project site is degraded and of low quality in the channel bottom, where the vegetation consists mostly of non-native grass and weeds; however, the channel banks consist of mature, good-quality willow riparian woodland habitat.

Waters of the State. All of the jurisdictional waters, streambeds, and wetlands described above constitute waters of the state, and are subject to the authority of the Central Coast Regional Water Quality Control Board under the Porter-Cologne Water Quality Control Act.

2.3.2.3 Thresholds of Significance

The thresholds in Appendix G of the State CEQA Guidelines (as amended) have been applied in this EIR to determine whether the project’s impacts on biological resources are significant. However, because not all of the biological thresholds in Appendix G pertain to wetlands and waters, some thresholds are omitted from the analysis in this section. As specified in Appendix G, impacts would be significant if the proposed project would:

- 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 (See sections 2.3.3 and 2.3.4 for analysis.)
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service (See Section 2.3.1 for analysis.)
- 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 (Analysis in this section.)

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 (See Section 2.3.1 for analysis).

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (See Section 2.1.1.2 and Appendix F for analysis.)

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 (See Section 2.1.1.2 and Appendix F for analysis.)

These guidelines are consistent with the Environmental Thresholds & Guidelines Manual adopted by Goleta.

2.3.2.4 Project-specific Impacts

c) Impacts on Streams and Wetlands: Construction of the proposed roadway improvements would result in permanent and temporary losses of streams and wetlands. Permanent impacts would occur in areas where facilities would replace existing habitat permanently. Temporary impacts would occur in areas that would be disturbed during construction, but which would be outside the footprint of the proposed improvements once completed, and could be restored to support habitat in the long term. Stream and wetland areas where permanent and temporary impacts are proposed are shown on Figure 2-18. A total of 1.43 acres of permanent impacts and 1.6940 acres of temporary impacts to jurisdictional streambeds and riparian habitat are anticipated to occur in the biological study area. The project would result in 0.1415 acre of permanent impacts and an additional 0.2515 acre of temporary impacts to waters of the U.S. Permanent and temporary direct impacts to coastal wetlands, California Department of Fish and Game-jurisdictional streambeds outside, waters of the state coastal zone, and waters of the U.S. are summarized by project alternative and municipal jurisdiction in Table 2-17. As the project area does not support wetlands as defined by Corps of Engineers regulations, no direct impacts to federally protected wetlands are anticipated as a result of the project.

Table 2-17. Summary of Impacts to Jurisdictional Waters

		<u>Coastal Wetlands</u>		<u>Fish and Game Jurisdictional Streambeds</u>		<u>Non-wetland Waters of the U.S.</u>		<u>Waters of the State</u>	
		<u>Permanent Impacts (acres)</u>	<u>Temporary Impacts (acres)</u>	<u>Permanent Impacts (acres)</u>	<u>Temporary Impacts (acres)</u>	<u>Permanent Impacts (acres)</u>	<u>Temporary Impacts (acres)</u>	<u>Permanent Impacts (acres)</u>	<u>Temporary Impacts (acres)</u>
<u>No-Project Alternative</u>	<u>City of Goleta</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
	<u>City of Santa Barbara</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
	<u>No-Project Alternative Total</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>

Table 2-17. Summary of Impacts to Jurisdictional Waters (Continued)

Proposed Project	City of Goleta	0.38	0.47	1.30	1.65	0.10	0.23	1.30	1.65
	City of Santa Barbara	0.13	0.04	0.13	0.04	0.04	0.01	0.13	0.04
	Project Total	0.51	0.51	1.43	1.69	0.14	0.25	1.43	1.69
Fowler Road Extension Alternative	City of Goleta	0.97	0.51	1.89	1.69	0.14	0.24	1.89	1.69
	City of Santa Barbara	0.14	0.05	0.14	0.05	0.02	0.01	0.14	0.05
	Fowler Road Alternative Total	1.10	0.56	2.03	1.74	0.16	0.25	2.03	1.74

	Coastal Wetlands ¹		Fish and Game Jurisdictional Streambeds ¹		Non-wetland Waters of the U.S. ¹	
Total Acreage within Project Area ²	0.78 Acres		2.83 Acres		1.45 Acres	
	Permanent Impacts (acres)	Temporary Impacts (acres)	Permanent Impacts (acres)	Temporary Impacts (acres)	Permanent Impacts (acres)	Temporary Impacts (acres)
No-Project Alternative Total	None	None	None	None	None	None
City of Goleta	0.38	0.24	1.43	1.40	0.15	0.15
City of Santa Barbara	0.13	0.04	None	None	None	None
Project Total	0.51	0.28	1.43	1.40	0.15	0.15

Note: No U.S. Army Corps of Engineers jurisdictional wetlands are present within the project area.

¹ Measures are in acres or parts of acres.

² The acreages presented in Table 2-17 are not additive, because the various agency jurisdictions overlap geographically.

San Pedro Creek is part of the Goleta Slough environmentally sensitive habitat area and a minimum buffer of 100 feet from the bank must be preserved. As the project in this region would not enter this buffer, there would be no direct impacts associated with construction or operation of the project. However, there is potential for cumulative indirect construction impacts associated with project construction in this area because there are three other projects in the area. The Santa Barbara Airport has a seven-acre habitat restoration project that is pending approval. The City of Santa Barbara has two approved projects within the vicinity of San Pedro Creek: the Stormdrain and Pipeline Project at 400 Fairview Avenue and the Sewer

Line Replacement along the entire length of Fairview Avenue south of Hollister Avenue to Fowler Road.

The culvert design was chosen to improve wildlife movement through the area at existing culverts/bridges that would be replaced, and provide suitable wildlife passage at the proposed new culverts. Nonetheless, the function and value of the existing degraded wetlands would be slightly lessened, because further fragmentation would increase the potential for encroachment by invasive plant species and disturbance to wildlife associated with noise and light (see Section 2.3.4).

Federal and state permits needed for “waters” and wetlands that would be impacted as a result of the project include a Section 404 Permit from the Corps of Engineers, a Section 401 Water Quality Certification from the Central Coast Regional Water Quality Control Board, and a Streambed Alteration Agreement from the California Department of Fish and Game. Initial contacts have been made with the Corps of Engineers and the California Department of Fish and Game. Results of the delineations of the Corps of Engineers-jurisdictional wetlands have not yet been provided to the Corps of Engineers, and no formal coordination with this agency has occurred to date. Survey results of the bed, bank, and channel of Old San Jose Creek, including associated riparian vegetation mapping, have not yet been provided to the California Department of Fish and Game, and no formal coordination with this agency has occurred yet. To date, no coordination with the Regional Water Quality Control Board has been initiated and permit applications have not been submitted. Section 5.4 of the Natural Environmental Study includes an agency coordination summary. Because the project would require the permanent and temporary removal of jurisdictional waters and wetlands, impacts to these resources would be potentially significant absent mitigation. These impacts would be reduced to a less than significant level through incorporation of the mitigation measures described below.

2.3.2.5 Impacts of the Fowler Road Extension Alternative

The Fowler Road Extension Alternative’s impacts on jurisdictional waters and streambeds would be slightly greater than those of the project, as this alternative would permanently remove the manmade drainage ditch that conveys stormwater from Technology Drive to the channel of Old San Jose Creek. This ditch is in a degraded condition and is subject to routine maintenance including vegetation and sediment removal. However, the ditch is nonetheless a jurisdictional feature subject to mitigation. A numerical comparison of impacts to wetlands among the alternatives evaluated in this EIR is presented in Table 2-17. Table 2-17 indicates the Fowler Road Extension Alternative would result in 2.03 acres of permanent impacts to California Department of Fish and Game jurisdictional streambeds and 1.74 acres of temporary impacts, compared to 1.43 acres of permanent impacts and 1.69 acres of temporary impacts from the project. Maps of the California Department of Fish and Game’s jurisdictional streambeds present at each of the road extension creek crossings are illustrated on Figure 2-20.

2.3.2.6 Impacts of the No-Project Alternative

Under the No-Project Alternative, no permanent or temporary impacts would occur to wetlands or other waters. The No-Project Alternative could result in further degradation of the habitat through the continuing spread of invasive species (for example, giant reed) in the riparian corridor (see Section 2.3.3) because measures to improve the riparian wetland quality of Old San Jose Creek would not be implemented as they would be under the project.

2.3.2.7 Mitigation Measures

The following measures would avoid or reduce the ~~project's~~ impacts of the project and the Fowler Road Extension Alternative on jurisdictional waters and wetlands. The mitigation ratios and habitat creation set forth in Mitigation NA-1 (see Section 2.3.1) would also reduce these impacts, as would measures intended to protect water quality (see Section 2.2.1). Over the long run, these mitigation measures would have a net positive effect on wetlands as they would increase both the geographic extent and functional capacity of Goleta's wetlands.

WE-1: Avoid Environmentally Sensitive Habitat Areas. Excavation work within or near environmentally sensitive habitat areas, including native trees, shall be avoided according to the measures set forth below~~maximum extent feasible~~. With the exception of the culvert crossings of Old San Jose Creek at Ekwil Street and Fowler Road, and the pedestrian bridge across San Jose Creek on the north side of Hollister Avenue, all ground disturbance and vegetation removal shall be prohibited ~~where feasible~~ within a minimum of 25 feet from either side of the top of bank of Old San Jose Creek and San Jose Creek, a minimum of 50 feet from wetlands outside the coastal zone, and 100 feet from wetlands inside the coastal zone. In areas where work must occur within these buffers, a boundary of the least amount of area required for ~~the project should~~construction shall be established. ~~Where possible,~~ eConstruction and staging areas shall be set back from wetland areas with protective fencing to such an extent that wetland areas will not be impacted by construction activities. Construction shall occur only within the fenced area. Fencing shall be installed prior to any earth movement. Pesticide and herbicide use shall be prohibited ~~unless other less damaging means of control have been found infeasible~~.

Plan Requirements and Timing: A biological mitigation and monitoring plan that incorporates all of the biological conditions related to construction ~~of the project~~ shall be prepared and implemented by a Goleta-approved biologist. The plan ~~will~~shall be submitted to resource agencies and Goleta for review and approval prior to construction. Areas where construction work is to be avoided or ~~minimized~~limited shall be plotted on ~~project~~construction plans and the above mitigation measure shall be incorporated into the construction contract document.

Monitoring: Goleta staff or authorized monitor would inspect the ~~project~~construction site to verify implementation of the approved biological mitigation and monitoring plan during construction.

WE-2: Wetland Habitat Restoration. As required by Mitigation Measure NA-1, impacts to streams and wetlands shall be mitigated at ratios of 3:1 (permanent impacts) and 2:1 (temporary impacts), ~~and the required mitigation acreage would total 7.07 acres.~~

Plan Requirements and Timing: Restoration elements of the biological mitigation and monitoring plan required by mitigation measure NA-1 (see Section 2.3.1) shall be prepared and implemented by a Goleta-approved biologist/restoration specialist for implementation of wetland and buffer revegetation. Pesticide and herbicide use shall be prohibited ~~unless other less damaging means of pest control have been found infeasible~~. The restoration project ~~will~~shall be maintained for five years following installation of plants and seed, and be required to meet the following performance standards:

- Native cover must be 70 percent after three years and retain 70 percent coverage by the end of the 5-year monitoring and maintenance period.
- Non-native invasive plants, excluding non-native grasses, must remain below 10 percent of total vegetation cover at all times.
- Vegetation must survive without supplemental irrigation for at least 2 years.
- No single species shall constitute more than 50 percent of the vegetative cover.
- Replacement plants shall be monitored for a minimum of 3 years to ensure successful establishment.

These performance criteria have been implemented for similar restoration projects in the region.

As noted, the biological mitigation and monitoring plan, including all biological restoration requirements, shall be reviewed by Goleta and resource agencies consistent with the project Section 404 permit, Section 401 Water Quality Certification, and Streambed Alteration Agreement.

Monitoring: Goleta staff or authorized monitor shall inspect the project site to verify implementation of the approved biological mitigation and monitoring plan during construction. All restoration ~~will~~shall be monitored and maintained for a 5-year period with changes made as necessary based on annual monitoring reports, per the Goleta General Plan.

WE-3: Construction Site Housekeeping. To minimize pollutants that may impact downstream water bodies or habitat, no debris, soil, silt, sand, bark, slash, sawdust, rubbish, construction waste, cement or concrete or washings thereof, oil or petroleum products, or other organic or earthen material from construction or associated activity of any nature shall be allowed to enter into, or be placed where it may be washed by rainfall or runoff into, waters of the state. When operations are completed, any excess materials or debris shall be removed from the work area. No construction waste or other refuse shall be deposited within 150 feet of the high water mark of any stream. Furthermore, use of fertilizers, pesticides, and herbicides shall be prohibited near wetland areas unless other less damaging means of control have been found infeasible. Routine trash cleaning shall be implemented around riparian areas adjacent to roads.

Plan Requirements and Timing: The construction site, including staging and storage areas, shall be identified on the drainage and grading plans and included in the construction contract document.

Monitoring: Goleta staff or authorized monitor shall regularly inspect the construction site to verify that staging and storage areas are those depicted on the approved drainage and grading plans and that construction site housekeeping is taking place as required.

2.3.2.8 Residual Impacts

| With implementation of these mitigation measures, residual ~~project~~ impacts to wetlands and other waters would be less than significant.

2.3.3 Plant Species

2.3.3.1 Regulatory Setting

Federal

Endangered Species Act

The primary federal law protecting threatened and endangered species is the Endangered Species Act (16 United States Code, Section 1531, et seq., see also implementing regulations at 50 Code of Federal Regulations Part 402). This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Section 9 of the act prohibits the unauthorized take of listed plants on federal lands, but does not restrict the take of plant species on tribal or private lands, or on lands owned by state or local governments. However, Section 7 of the Endangered Species Act requires that any federal agency proposing to fund, authorize, or carry out an activity that would affect listed species (including plants and regardless of land ownership where they are located) must consult with the U.S. Fish and Wildlife Service and obtain a Biological Opinion indicating that the proposed action would not jeopardize the continued existence of the listed species.

State

California Endangered Species Act, Native Plant Protection Act

At the state level, special-status plant species are designated and protected under the California Endangered Species Act and the Native Plant Protection Act. Both of these acts prohibit the take of listed plants under most circumstances, but provide mechanisms by which take can be authorized. Take is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill,” and this definition is applicable to both laws. Under Section 2081 of the California Endangered Species Act, take of listed species incidental to otherwise lawful development projects can be authorized by permit from the Department of Fish and Game. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. For projects requiring a Biological Opinion under Section 7 of the federal Endangered Species Act, the California Department of Fish and Game may also authorize impacts to state-listed species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

The Native Plant Protection Act requires that the California Department of Fish and Game be notified and given an opportunity to salvage listed plants prior to changes in land use that would result in take. This act also requires state departments and agencies to use their authority in furtherance of the purposes of the act.

Aside from the protection formally afforded to listed species by the state laws described above, some additional protection for unlisted species is conferred by CEQA. Section 15380 of the State CEQA Guidelines defines the terms “endangered,” and “rare,” independently of

listing status under the California Endangered Species Act and Native Plant Protection Act, and some unlisted species meet these definitions. The California Native Plant Society, a non-profit organization dedicated to the appreciation and conservation of California's native plants, maintains an inventory of plants the organization considers to be rare and endangered, and plants listed in this inventory are often considered as such for CEQA purposes.

Regional, County, City

Local regulations pertaining to sensitive plant species are included in Goleta's General Plan/Coastal Land Use Plan (General Plan); the County of Santa Barbara's 1998 Final Goleta Old Town Revitalization Plan; Santa Barbara Local Coastal Plan, Airport and Goleta Slough; and Draft Goleta Slough Ecosystem Management Plan. The Land Use Element of the Goleta General Plan states that one of its guiding principles and goals is to "Ensure that the amounts, locations, and characteristics of new development are determined in a manner that will preserve sensitive habitats and other natural resources". Actions of the City of Goleta, including the project, are required to be consistent with the General Plan.

The following General Plan Conservation Element policies apply to wetlands and creeks:

- Policy CE 2.3, Allowable Uses and Activities in Streamside Protection Areas
- Policy CE 2.5, Maintenance of Creeks as Natural Drainage Systems
- Policy CE 3.3, Site-Specific Wetland Delineations
- Policy CE 3.4, Protection of Wetlands in the Coastal Zone
- Policy CE 3.5, Protection of Wetlands Outside the Coastal Zone
- Policy CE 3.6, Mitigation of Wetland Fill

The project's consistency with Conservation Element policies is addressed in Table F-5 in Appendix F.

2.3.3.2 Existing Setting

The following analysis is based on the July 2010 Ekwill Street and Fowler Road Extensions Project Natural Environmental Study.

No federally or state-listed threatened or endangered plant species were detected during biological field investigations conducted for the project. However, three California Native Plant Society-listed species—black-flowered figwort (*Scrophularia atrata*, List 1B); Southern tarweed (*Hemizonia parryi ssp. australis*, List 1B); and Plummer's baccharis (*Baccharis plummerae*, List 4)—have potential to occur within the project site due to the presence of suitable habitat. The following species are known to occur or historically occur in the region but are not likely to occur at the project site based on currently known distributions and habitat requirements, and thus, are not discussed further: Contra Costa goldfields (*Lasthenia conjugens*), Coulter's goldfields (*Lasthenia glabrata ssp. coulteri*), Coulter's saltbush (*Atriplex coulteri*), Davidson's saltscale (*Atriplex serenana var. davidsonii*), estuary seablite (*Suaeda esteroa*), mesa horkelia (*Horkelia cuneata ssp. puberula*), Santa Barbara morning glory (*Calystegia sepium ssp. binghamiae*) and Santa Barbara honeysuckle (*Lonicera subspicata ssp. subspicata*).

Black-flowered figwort occurs in coastal sage scrub, riparian scrub, chaparral, coastal dune, and closed-cone coniferous forest habitats. This species was not observed during biological surveys of the biological study area in July and August of 2004. Because the surveys were not conducted during the blooming season, it is possible some individuals were present but not detected during surveys. However, the closest known population is at Coal Oil Point in Goleta, approximately 3.5 miles from the project site.

Plummer's baccharis occurs in coastal sage scrub, oak/riparian woodland, riparian scrub, and chaparral habitats. This species was not observed during the biological surveys. There is a possibility that individuals may occur in a few areas along Old San Jose Creek that could not be surveyed due to dense riparian and oak woodland vegetation. The possibility is considered remote, however, because the habitat at these locations is degraded and includes invasive species such as Cape ivy, giant reed, and many non-native grasses. Moreover, Plummer's baccharis is typically found in the cool, rocky canyons of the Santa Ynez Mountains.

Southern tarweed occurs in margins of marshes and swamps, valley and foothill grassland, and vernal pool habitats. This species was not observed during biological surveys of the project biological study area. However, a wetland delineation conducted in 1996 located a single southern tarplant just outside of the biological study area at the corner of Fowler Road and Placencia Street. The field east of Fairview Avenue is within the biological study area and is dominated by non-native species; one southern tarweed individual was found nearby, and there is a low potential for this species to occur in limited numbers within this field and possibly other ruderal fields within the biological study area. The nearest substantial population of southern tarweed occurs in the uplands adjacent to Goleta Slough within the Santa Barbara Airport property, approximately 1.0 mile west of the biological study area.

2.3.3.3 Thresholds of Significance

Consistent with the Environmental Thresholds and Guidelines Manual adopted by Goleta, the thresholds in Appendix G of the State CEQA Guidelines (as amended) have been applied in this EIR to determine whether the project's impacts on biological resources are significant. However, because not all of the biological thresholds in Appendix G pertain to plant species, some thresholds are omitted from the analysis in this section. As specified in Appendix G, impacts would be significant if the project would:

- 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 (Analysis in this section; see also Section 2.3.4 for evaluation of impacts to sensitive animal species.)
- b)** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service (See Section 2.3.1 for analysis.)
- 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 (See Section 2.3.2 for analysis.)

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 (See Section 2.3.1 for analysis.)

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (See Section 2.1.1.2 and Appendix F for analysis.)

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 (See Section 2.1.1.2 and Appendix F for analysis.)

2.3.3.4 Project-specific Impacts

a) Impacts to Candidate, Sensitive, or Special Status Species. The potential for black-flowered figwort, Plummer's baccharis, or southern tarweed to occur within the biological study area is remote because the habitat is degraded and the species were not observed in surveys of the biological study area. However, if individuals of these species are impacted by the project, those impacts would be permanent. Impacts to special-status plant species would be less than significant with mitigation.

2.3.3.5 [Impacts of the Fowler Road Extension Alternative](#)

[Impacts of the Fowler Road Extension Alternative on sensitive plant species would be the same as those of the project.](#)

2.3.3.6 Impacts of the No-Project Alternative

The No-Project Alternative would not result in any adverse or beneficial impacts to protected plant species in the biological study area. The No-Project Alternative could result in further degradation of the habitat through the continuing spread of invasive species (for example, giant reed) in the riparian corridor (see Section 2.3.6) because measures in the project to improve the riparian quality of Old San Jose Creek would not be implemented.

2.3.3.7 Mitigation Measures

The following measures would avoid or reduce the [impact of the project's impacts and the Fowler Road Extension Alternative](#) on sensitive plant species:

PL-1: Pre-Construction Floristic Surveys and Compensation. Pre-construction surveys shall be conducted during the blooming period of special-status plant species. A Goleta-approved biologist shall be present during initial vegetation clearing. Where vegetation is too dense, it may not be feasible to conduct a pre-construction survey; in that case, special-status plant species will be searched for by a Goleta-approved biologist while vegetation is being cleared during construction. If special-status species are encountered, efforts will be taken to avoid damage and removal. However, if special-status species such as southern tarweed or Plummer's baccharis within the construction footprint cannot be avoided, the extent of any impacts will be recorded and salvage and/or restoration planting of the impacted species will be implemented to compensate for the loss.

Plan Requirements and Timing: This measure shall be incorporated into the ~~project~~ biological mitigation and monitoring plan (see mitigation measure NA-1 in Section 2.3.1).

Monitoring: Goleta staff or authorized monitor shall inspect the ~~project~~ construction site to verify implementation of the approved biological mitigation and monitoring plan during construction.

PL-2: Plant Restoration. If sensitive plant species are to be impacted during construction, restoration measures shall be implemented for each species. For example, plant species could be transplanted and kept at a suitable nursery until they could be replanted at project-related restoration mitigation sites. If necessary, more plants shall be propagated in a greenhouse from a local seed source and planted in suitable restoration sites in order to ensure the successful re-establishment of as many plants as were disturbed. Refer to Section 2.3.1 for more detail on restoration for riparian understory species. A similar suggested measure is to either collect seed from plants prior to disturbance or transplant individual plants to a nursery until their seeds can be harvested and broadcast in flat and open disturbed areas that would be revegetated after construction.

Plan Requirements and Timing: The biological mitigation and monitoring plan (see mitigation measure NA-1 in Section 2.3.1) shall include plant restoration. As noted, the biological mitigation and monitoring plan, including all biological restoration requirements, shall be reviewed by Goleta and approved by resource agencies consistent with the ~~project~~ Section 404 permit, Section 401 Water Quality Certification, and Streambed Alteration Agreement.

Monitoring: Goleta staff or authorized monitor shall inspect the ~~project~~ construction site to verify implementation of the approved biological mitigation and monitoring plan during construction. All restoration will be monitored and maintained for a 5-year period with changes made as necessary based on annual monitoring reports, per the Goleta General Plan.

2.3.3.8 Residual Impacts

With implementation of these mitigation measures, residual ~~project~~ impacts to plant species would be less than significant.

2.3.4 Animal Species

2.3.4.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service, and the California Department of Fish and Game are responsible for implementing these laws.

Federal

Endangered Species Act

The primary federal law protecting threatened and endangered species is the Endangered Species Act (16 United States Code, Section 1531, et seq., see also implementing regulations at 50 Code of Federal Regulations Part 402). This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Section 9 of the act prohibits the unauthorized take (defined as “to harm, harass, pursue, hunt, shoot, wound, kill, trap, capture, or collect”) of listed wildlife species. Section 7 of the Endangered Species Act requires that any federal agency proposing to fund, authorize, or carry out an activity that would affect listed species or designated critical habitat must consult with the U.S. Fish and Wildlife Service (or the National Marine Fisheries Service, for marine and anadromous species) and obtain a Biological Opinion indicating that the proposed action would neither jeopardize the continued existence of the listed species nor result in the destruction or adverse modification of designated critical habitat.

State

California Endangered Species Act, Fish and Game Code

At the state level, special-status wildlife species are designated and protected under various sections of the California Fish and Game Code, including the California Endangered Species Act. The California Endangered Species Act prohibits the take of wildlife species that are listed or candidates for listing under the act, but provides a mechanism by which take can be authorized. Take is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Under Section 2081 of the California Endangered Species Act, take of listed species incidental to otherwise lawful development projects can be authorized by permit from the Department of Fish and Game. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. For projects requiring a Biological Opinion under Section 7 of the federal Endangered Species Act, the California Department of Fish and Game may also authorize impacts to state-listed species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code identify particular birds, reptiles and amphibians, mammals, and fishes as “fully protected.” These

species may not be taken or possessed at any time, and the law does not provide a mechanism by which incidental take authorization can be granted. Thus, projects must be designed to completely avoid take of fully protected species.

Aside from the protection formally afforded to listed species by the state laws described above, some additional protection for unlisted species is conferred by CEQA. The California Department of Fish and Game maintains a list of “California Species of Special Concern,” and these animals are considered special-status species. Thus, substantial impacts to these species may be considered potentially significant under CEQA. Other state laws and regulations pertaining to wildlife include California Coastal Act: Section 30231, Biological Productivity.

Regional, County, City

Local regulations pertaining to animal species are included in Goleta’s General Plan/Coastal Land Use Plan (General Plan); the County of Santa Barbara’s 1998 Final Goleta Old Town Revitalization Plan; Santa Barbara Local Coastal Plan, Airport and Goleta Slough; and Draft Goleta Slough Ecosystem Management Plan. The Land Use Element of the General Plan states that one of its guiding principles and goals is to “Ensure that the amounts, locations, and characteristics of new development are determined in a manner that will preserve sensitive habitats and other natural resources”.

The General Plan designates raptor roosts and nests as well as autumn and winter roosts for the Monarch butterfly as environmentally sensitive habitat areas. Old San Jose Creek is listed as an environmentally sensitive habitat area for raptor roosting and nesting habitat.

Policies in the Conservation Element of the General Plan apply specifically to animal species:

- Policy CE 4.3, Site-Specific Studies and Unmapped Monarch Environmentally Sensitive Habitat Areas
- Policy CE 4.4, Protection of Monarch Butterfly Environmentally Sensitive Habitat Areas
- Policy CE 4.5, Buffers Adjacent to Monarch Butterfly Environmentally Sensitive Habitat Areas
- Policy CE 4.6, Standards Applicable to New Development Adjacent to Monarch Environmentally Sensitive Habitat Areas
- Policy CE 8.4, Buffer Areas for Raptor Species

In addition, the Guiding Principles and Goals, Item 2.2.1 of the Land Use Element and all Environmentally Sensitive Habitat Area-related policies mentioned in Section 2.3.1 above apply to animal species. The project’s consistency with these policies is addressed in Table F-5 in Appendix F.

2.3.4.2 Existing Setting

The following analysis is based on the July 2010 Ekwill Street and Fowler Road Extensions Project Natural Environmental Study.

Federally and State-listed Species

It has been determined through biological surveys and background review that there are no federally listed threatened, endangered, or candidate species within the biological study area, with the exception that there is a low potential for least Bell's vireo (*Vireo bellii pusillus*) to occur within or adjacent to the project.

San Jose Creek north of U.S. Route 101 (upstream of the biological study area) supports relatively high-quality stands of riparian woodlands running through scattered open fields, parks, and agricultural areas. This upstream portion of San Jose Creek consists of mature stands of arroyo willow, western sycamore, black cottonwood, and scattered coast live oaks with understory species including sedges, cattails, castor bean, and Cape ivy. Due to higher quality aquatic and riparian habitat, this area may support locally and regionally sensitive vertebrate species.

Least Bell's Vireo: If project construction must take place within a 300-foot buffer of riparian areas during the breeding season for least Bell's vireo, a U.S. Fish and Wildlife Service protocol-level survey must be conducted the year prior to construction to determine presence/absence of this species (Dellith, pers. comm.). Should presence be determined, the U.S. Fish and Wildlife Service and California Department of Fish and Game will be notified and avoidance and minimization measures to reduce potential impacts to least Bell's vireo will be implemented. Because the project has federal highway funding, a Section 7 consultation pursuant to the Endangered Species Act would be necessary if the species were detected.

California Red-legged Frog: No California red-legged frogs have been reported in the San Jose Creek drainage. Habitat potentially suitable for movement of this species is present in the channel upstream of the proposed Hollister Avenue bridge. However the habitat is marginal due to dense urbanization, therefore the species is unlikely to occur in the project area. The project is not within U.S. Fish and Wildlife Service-designated critical habitat for the red-legged frog.

Southern Steelhead (*Oncorhynchus mykiss*): Due to a lack of hydrological connectivity with the upper reach of San Jose Creek, and a suboptimal flow regime, Old San Jose Creek is not considered to represent suitable migrating and spawning habitat for Southern steelhead. As such, focused biological surveys for this species were not conducted. South of U.S. Route 101, San Jose Creek is less valuable for wildlife, but nevertheless functions as an important wildlife corridor and foraging area. San Jose Creek has been channelized south of Hollister Avenue with a trapezoidal flood control channel with concrete sides and bottom. San Jose Creek north of Hollister, where the pedestrian bridge is proposed, is designated critical habitat for the Southern steelhead by the National Marine Fisheries Service. Therefore, a survey of the area assessing the value of the habitat for steelhead was conducted on July 16, 2009 by City-approved biologists.

There was found to be approximately 200 feet of adequate wet-season habitat for migration, but no spawning or rearing habitat is present. There are some topographic changes in the channel such that it slopes to the middle to concentrate water flow. There is some canopy cover to shade the water and undercut banks on the east side of the channel. However, a

slatted fence on the west bank in the northern half (100 feet) of the habitat degrades the quality of the habitat by restricting the runoff into the creek channel on that side to fine silty soil. It appears that during high flows silt backs up before the concrete channel, increasing the amount of fine sediment to the extent that cobbles are almost completely embedded. Substrate in the channel is mostly fine silt, and lacks gravel necessary to create sufficient pooling and riffles to support a healthy insect population, the main food source for steelhead. There is no evidence of pooling, and sinuosity is low (channel is straight). This section of San Jose Creek is basically a run (laminar flow), because there is little to break up the flow to create riffles and changes in water level. The area is adequate wet-season habitat, but it is inaccessible because in its current state it is a complete barrier to upstream movement of steelhead. Goleta's San Jose Creek Capacity Improvement Project would, among other things, restore San Jose Creek to allow steelhead passage. Goleta's creek restoration project would take place before the road extensions project.

Endangered Species Act Coordination Summary

It has been determined through biological field surveys and literature review that the project would not affect any federally listed threatened, endangered, proposed, or candidate species except for the low potential for effects to least Bell's vireo. Communication with the U.S. Fish and Wildlife Service was initiated in June 2006, to discuss potential impacts to least Bell's vireo. The U.S. Fish and Wildlife Service recommended that surveys for least Bell's vireo should be conducted prior to construction per their survey protocol for the species. If least Bell's vireo is detected in the project area, the U.S. Fish and Wildlife Service will be notified and the avoidance and minimization measures specified in Section 4.3.4.2 of the Natural Environmental Study will be followed to minimize any impacts. A Biological Opinion from the Service may be required.

California Endangered Species Act Coordination Summary

Aside from the least Bell's vireo, which, in addition to its federal designation, is listed as endangered under the California Endangered Species Act, the project would not affect any state-listed threatened, endangered, or candidate species. Communication with the California Department of Fish and Game was initiated in June 2006 to discuss potential for least Bell's vireo to occur within the project area. The California Department of Fish and Game concurred that protocol surveys for least Bell's vireo should be conducted prior to construction per U.S. Fish and Wildlife Service recommendations. If this species is detected in the project area, the California Department of Fish and Game will be notified and the avoidance and minimization measures specified in Section 4.3.2.2 of the Natural Environment Study will be followed to minimize any impacts. An Incidental Take Permit from the California Department of Fish and Game may be required.

Other Special-status Animal Species

In addition to the federally- and state-listed species described above, there are seven special-status animal species that are known to occur or have the potential to occur in or adjacent to the biological study area. These species are described below. Eleven more special-status animal species are known to occur or historically occur in the region, but due to lack of

suitable habitat, they are not likely to occur at the project site and are not discussed further in this report.

Burrowing owl (*Athene cunicularia*) is a California species of concern when nesting occurs in open, dry annual or perennial or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Burrowing owls are very rare winter visitors to southern Santa Barbara County, with only one or two individuals reported along the coast east of Gaviota each year. Therefore, this species is most likely absent from the biological study area.

California horned lark (*Eremophila alpestris actia*) is a state species of concern known to inhabit agricultural lands and fields. Suitable foraging habitat is present in the biological study area but the area is likely too disturbed for larks to nest there.

Loggerhead shrike (*Lanius ludovicianus*), a California species of concern when nesting, occurs in broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub, and washes. Shrikes are common winter visitors to the south coast, but do not nest in the region.

Merlin (*Falco columbarius*) is a California species of concern when wintering, and is known to occur in the region as a winter migrant. They are typically found foraging near the coastal estuaries in Santa Barbara County. They range across the northern hemisphere and occupy a variety of habitats, including forest, tundra, moorland, and prairies. The species has a low potential to occur in the biological study area, which has low-quality foraging habitat. Merlins are not known to breed in the region.

White-tailed kite (*Elanus leucurus*) is classified in the California Fish and Game Code as a fully protected species, and may not be taken at any time. White-tailed kites inhabit coastal and valley foothills and lowlands and nest in treetops with dense foliage including orchards near open fields where they forage. They prefer grassland and upper sections of marshland for hunting, and occur less commonly in agricultural areas and highway rights-of-way. There are no records of white-tailed kites nesting in the biological study area. An extensive data set of kite observations in the Goleta area includes only observations of birds flying over the biological study area. The California Department of Fish and Game's California Natural Diversity Database, which was updated in April 2011, does not identify any occurrences of this species nesting within 5 miles of the project area. Maps in Goleta's General Plan, created using data from the California Natural Diversity Database, recent environmental documents, and other sources, agree with this information, showing white-tailed kite nests only to the west of Devereux Slough (more than 5 miles from the project area). However, although they are not known to nest in the project vicinity, it is possible that kites could nest in the area due to the presence of dense trees along Old San Jose Creek and adjacent fields, which may provide a plentiful prey base. Some adjacent fields may be cultivated periodically; however, prey may be present in substantial enough quantities to support kites.

Sensitive riparian bird species known to occur in willow habitat within the biological study area include yellow warbler (*Dendroica petechia*), when breeding. The yellow warbler is a California Species of Special Concern. Yellow warblers breed in brushy riparian woodlands containing willow, cottonwood, big-leaf maple, California sycamore, elderberry, or white alder. Yellow warblers are generally considered among the neotropical migrants, however

small numbers of yellow warblers usually overwinter along the south coast. No warblers have been documented nesting in the area, and no yellow warblers were seen within the biological study area during site visits conducted in July and August of 2004 at the end of breeding season.

Monarch butterflies (*Danaus plexippus*) are present in the project area; however, it is uncertain whether or not the eucalyptus groves near the proposed Ekwil Street creek crossing are used by the species as autumnal or winter-roost sites. The California Natural Diversity Database contains numerous monarch butterfly occurrences within Goleta and the surrounding area, dating between 1985 and 1999. Many of these documented occurrences are concentrated in the vicinity of Ellwood Mesa, but there are occurrences in other parts of Goleta as well. The closest occurrence to the project area was documented in 1999 in the vicinity of Atascadero Creek, approximately 0.5 mile southeast of the proposed Fowler Road extension. This roosting location is also documented on maps in Goleta's General Plan. Monarch butterflies roost in groves of trees along the California coast during the winter, and then disperse northward and eastward in search of milkweeds (*Asclepias spp.*), their larval host plant. When the seasons change, the butterflies begin to migrate south and west. Upon arrival on the California coast in mid-fall, they begin to cluster in tall trees. As the weather gets colder and the rainy season begins, they become more and more concentrated in select groves of suitable trees. Preferred winter roosting trees are tall with a dense, closed canopy and open space beneath the tree. Eucalyptus (*Eucalyptus spp.*) groves are frequently used by monarchs for roosting in Santa Barbara County. Removal of autumnal roosting trees during the roosting season may kill tens to hundreds of butterflies, while destruction of wintering trees could kill thousands.

2.3.4.3 Thresholds of Significance

These thresholds are consistent with the Environmental Thresholds & Guidelines Manual adopted by Goleta. The thresholds in Appendix G of the State CEQA Guidelines (as amended) have been applied in this [Draft/Final](#) EIR to determine whether the project's impacts on biological resources are significant. However, because not all of the biological thresholds in Appendix G pertain to animal species, some thresholds are omitted from the analysis in this section. As specified in Appendix G, impacts would be significant if the project would:

- 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 (Analysis in this section; see also Section 2.3.3 for evaluation of impacts to sensitive plant species.)
- b)** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service (See Section 2.3.1 for analysis.)
- 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 (See Section 2.3.2 for analysis.)

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 (See Section 2.3.1 for analysis.)

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (See Section 2.1.1.2 and Appendix F for analysis.)

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 (See Section 2.1.1.2 and Appendix F for analysis.)

2.3.4.4 Project-specific Impacts

Construction and Operational Impacts

a) Impacts to Candidate, Sensitive, or Special Status Species. Direct impacts due to construction may include destruction of nests, loss of breeding and foraging habitat, and interruption of habitat connectivity. This may result in fewer birds being able to use the area or minimized nesting success due to increased disturbances. Construction impacts to sensitive riparian birds and raptors may also include nest abandonment or degradation of foraging habitat due to noise and/or activity associated with construction of the project. Because adult birds are relatively mobile and would be able to avoid contact with construction equipment, impacts to birds would be most severe during the nesting season when eggs and nestlings are present. Construction may also temporarily impact sensitive wildlife by increasing predation as a result of trash and food being left in the construction area.

Only a minor portion of available foraging habitat for raptors would be directly permanently impacted at the east end of the Ekwill Street extension where it passes through the agricultural field. Increased disturbance near these foraging areas of the project would potentially reduce the quality of foraging habitat. Potential staging areas that may be used during construction consist of paved areas and areas of ruderal and non-native vegetation. Therefore, these areas are of limited value to animals. The areas of ruderal vegetation may provide limited foraging opportunities for raptors; however, there is still plenty of higher-quality foraging habitat available in the region for raptors. Routine vegetation maintenance along the new roads and roundabouts near riparian areas would potentially impact breeding riparian birds and raptors.

Operational direct permanent impacts to sensitive riparian birds and raptors as a result of the project may include noise and light disturbance from the roads. Operational impacts to raptors associated with the project include the possibility of roadkill of unwary raptors and other wildlife. The operational speed limit is likely to be sufficiently low to minimize any potential impacts to raptors. The proposed culvert on the west end of the Ekwill Street extension is designed to have an open bottom channel and larger height and width to improve wildlife movement; however, due to the length of the culvert, it is unlikely that animals such

as striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), coyote (*Canis latrans*), and red fox (*Vulpes vulpes*) would use the culvert to travel along the riparian corridor. Therefore, there is a potential for wildlife to be harmed since they would more likely use the road than the culvert. Since Old San Jose Creek is not a major wildlife corridor, these impacts would be minor.

Finally, loss of eucalyptus trees could result in reduced roosting habitat for the Monarch butterfly, although no known roosting sites have been identified in the project area.

Because implementation of the project could potentially result in adverse effects (injury, mortality, or loss of habitat) on special-status species, the project's impact on animal species would be significant, absent mitigation. These impacts could be mitigated to a less than significant level through implementation of the mitigation measures described below.

2.3.4.5 Impacts of the Fowler Road Extension Alternative

Impacts of the Fowler Road Extension Alternative on wildlife species would be the same as those of the project.

2.3.4.6 Impacts of the No-Project Alternative

Under the No-Project Alternative, there would be no impacts to protected animal species in the biological study area.

2.3.4.7 Mitigation Measures

The following measures would reduce impacts from the project [and the Fowler Road Extension Alternative](#) on animal species. In addition, the creation and restoration of riparian habitats required by Mitigation Measure NA-1 (see Section 2.3.1) would reduce impacts to wildlife species by compensating for losses of habitat.

AN-1: Construction Restrictions for Riparian Birds and Raptors. If ~~project~~ construction must take place within a 300-foot buffer of riparian areas during the breeding season, a U.S. Fish and Wildlife Service protocol-level survey shall be conducted the year prior to construction to determine presence/absence of the least Bell's vireo. Should presence be determined, U.S. Fish and Wildlife Service and California Department of Fish and Game shall be notified and avoidance and minimization measures to reduce potential impacts to least Bell's vireo will be implemented. Disturbance to riparian vegetation will be minimized, and noise from construction shall not exceed an hourly Leq of 60 dBA in riparian areas as established by the U.S. Fish and Wildlife Service.

In addition to the protocol-level vireo surveys, weekly breeding bird surveys should be conducted within the ~~project~~[construction](#) site and 300-foot buffer area, commencing 30 days prior to construction during the nesting season. If bird nests are found within 300 feet of the construction zone (500 feet for raptors), work activities within this radius shall cease until a qualified biological monitor, in consultation with resource management agencies, has determined that it is safe for construction to proceed, or until the monitor has determined that the young have fledged the nest.

The contractor shall avoid vegetation removal within riparian areas during nesting season (March 1 through September 15) to avoid impacts to the Bell's vireo and other bird species that nest within riparian habitat.

Plan Requirements and Timing: This measure shall be incorporated into the [project's](#) biological mitigation and monitoring plan (see mitigation measure NA-1 in Section 2.3.1). The plan shall be reviewed by Goleta and approved by resource agencies consistent with the [project](#) Section 404 permit, Section 401 Water Quality Certification, and Streambed Alteration Agreement. The construction restrictions shall be included in the construction contract document.

Monitoring: Goleta staff or authorized monitor shall inspect the [project](#) site to verify implementation of the approved biological mitigation and monitoring plan during construction.

AN-2: Minimize Construction Noise. During construction, noise shall be minimized to the extent feasible at all times near riparian areas to reduce disturbance to potential nesting and non-nesting birds and raptors.

The following measures would be incorporated to reduce the impact of construction noise:

- All construction equipment would have properly maintained sound-control devices, and no equipment would have an unmuffled exhaust system.
- Contractors shall implement appropriate additional noise measures including but not limited to
 - Changing the location of stationary construction equipment,
 - Shutting off idling equipment, and
 - Installing acoustic barriers around substantial sources of stationary construction noise.

Plan Requirements and Timing: The above measures shall be incorporated into the construction contract document.

Monitoring: Goleta Planning and Environmental Services staff shall review the grading and building permits prior to issuance to verify compliance. Goleta staff or authorized monitor shall conduct periodic inspections to verify compliance on the construction site.

AN-3: Construction Zone Housekeeping. During construction, all food waste and trash shall be kept in trash cans in work areas and disposed off-site at the end of each work day to avoid attracting wildlife which could result in an increase of predators of sensitive riparian birds.

Goleta staff or authorized monitor shall inspect the [project](#) site during construction to verify implementation of the approved biological mitigation and monitoring plan.

Plan Requirements and Timing: This measure shall be included in the [project's](#) biological mitigation and monitoring plan (see mitigation measure NA-1 in Section 2.3.1) and the construction contract document.

Monitoring: Goleta staff or authorized monitor shall inspect the ~~project~~ site during construction to verify implementation of the approved biological mitigation and monitoring plan.

AN-4: Conduct Monarch Butterfly Surveys and Avoidance. Construction impacts to Monarch butterflies shall be avoided or minimized by performing site-specific surveys for roosting butterflies prior to removal of large eucalyptus trees. This would apply along the Ekwil Street extension because this is the only portion of the biological study area where there are moderate groves of eucalyptus trees. Monarch roost sites are environmentally sensitive habitat areas; however, public accessways are considered a resource-dependent use and may be located within a Monarch butterfly environmentally sensitive habitat area or buffer as long as impacts are avoided and minimized where possible. If the eucalyptus groves in the project area are found to serve as Monarch butterfly roosting trees, these trees shall be avoided and impacts shall be minimized to the extent practicable. In addition, if Monarch butterflies are found using the eucalyptus trees as roosting sites, unavoidable tree removal shall be delayed until the butterflies abandon the roosts.

Plan Requirements and Timing: Goleta staff shall select an approved biologist to conduct the required pre-construction surveys. The ~~project~~ biologist shall prepare and submit a written report of the findings of the pre-construction survey to resource agencies and Goleta for review prior to finalization. All identified protective measures shall be implemented prior to commencement of construction.

Monitoring: Goleta staff or authorized monitor shall verify compliance prior to commencement of construction activities and conduct inspections to ensure compliance during project construction.

AN-5: Use Low-level Lighting Near Riparian Habitats. Only low-level lighting shall be used near riparian areas to reduce disturbance to riparian birds and raptors.

Plan Requirements and Timing: The locations of all exterior lighting fixtures and an arrow showing the direction of light being cast by each fixture and the height of each fixture would be depicted on lighting plans and reviewed by Goleta prior to construction. The plans would be included in the construction contract document.

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

AN-6: Maintenance Restrictions. Any routine vegetation trimming for maintenance along roads shall be conducted during the non-breeding season to avoid disturbance to breeding birds and raptors.

Plan Requirements and Timing: This measure shall be incorporated in the ~~project's~~ biological mitigation and monitoring plan (see mitigation measure NA-1 in Section 2.3.1). This measure shall be included in Goleta's maintenance program.

Monitoring: Goleta staff shall review the city's maintenance program to ensure it includes these restrictions.

AN-7: Avoid/Minimize Impacts to Least Bell's Vireo. Establish a 300-foot buffer zone around riparian areas that will be affected during construction. Plot these zones on construction maps. Minimize the area of disturbance in riparian vegetation.

If construction must occur during the breeding season and least Bell's vireos are found in the in the riparian areas or buffer, construction-related noise would remain below 60 dBA within 300 feet of riparian habitat, as approved by the U.S. Fish and Wildlife Service.

Avoid vegetation removal within riparian areas during nesting season (February 15 through August 31) where feasible. No tree removal shall occur during the breeding season.

Plan Requirements and Timing: This measure shall be incorporated in the ~~project's~~ biological mitigation and monitoring plan (see mitigation measure NA-1 in Section 2.3.1). These measures would be included in the construction contract document.

Monitoring: Goleta staff or authorized monitor shall inspect the ~~project~~ site to verify implementation of the approved biological mitigation and monitoring plan during construction.

AN-8: Conduct Pre-construction Protocol Surveys for Least Bell's Vireo. If ~~project~~ construction must take place in or within a 300-foot buffer of riparian areas during the breeding season, a U.S. Fish and Wildlife Service protocol-level survey must be conducted the year prior to construction to determine presence/absence of this species.

Plan Requirements and Timing: Goleta shall retain an approved biologist to conduct the required pre-construction surveys. The ~~project~~ biologist shall prepare and submit a written report of the findings of the pre-construction survey to resource agencies and Goleta for review prior to construction. All identified protective measures approved by Goleta shall be implemented prior to commencement of construction.

Monitoring: Goleta staff shall verify compliance prior to commencement of construction activities and conduct field inspections to ensure compliance during ~~project~~ construction.

AN-9: Conduct Breeding Bird Surveys. If construction must take place near riparian areas during the breeding season, weekly breeding bird surveys should be conducted within the ~~project~~ construction area and 300-foot buffer zone. If bird nests are found within 300 feet of the construction zone, work activities would cease until a qualified biological monitor, in consultation with resource management agencies, has determined that it is safe for construction to proceed, or until the monitor has determined that the young have fledged the nest.

Plan Requirements and Timing: Goleta shall retain an approved biologist to conduct the required pre-construction surveys. The ~~project~~ biologist shall prepare and submit a written report of the findings of the pre-construction survey to resource agencies and Goleta staff for review. All identified protective measures shall be implemented prior to and/or during construction. Construction restrictions would be included in the construction contract document.

Monitoring: Goleta staff or authorized monitor shall verify compliance prior to commencement of construction activities and conduct inspections to ensure compliance during [project](#) construction.

AN-10: Dry Season Construction and Stormwater Pollution Prevention Plan.

Construction (installation) of the pedestrian bridge across San Jose Creek would occur during the dry season, generally from April 1 to October 31, when steelhead would not be moving through the creek at the proposed bridge location. Although no steelhead would be present during construction, a Stormwater Pollution Prevention Plan that includes efficient erosion control and spill control measures to prevent indirect impacts to the creek must be approved by resource agencies and Goleta and Caltrans, as appropriate, prior to bridge-related construction.

Plan Requirements and Timing: The Stormwater Pollution Prevention Plan will be prepared by a qualified environmental scientist. The plan will be submitted to Goleta, resource agencies, including the Regional Water Quality Control Board, for review prior to construction, including any bridge-related construction. The dry season restriction and Stormwater Pollution Prevention Plan requirements shall be included in the construction contract document.

Monitoring: Goleta staff or authorized monitor shall inspect the [projectconstruction](#) site to verify dry season restrictions and implementation of the Stormwater Pollution Prevention Plan during construction.

2.3.4.8 Residual Impacts

With implementation of these mitigation measures, residual [project](#) impacts to animal species would be less than significant.

2.4 Cumulative Impacts

2.4.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under the California Environmental Quality Act, can be found in Section 15355 of the California Environmental Quality Act Guidelines. A definition of cumulative impacts, under the National Environmental Policy Act, can be found in 40 CFR, Section 1508.7 of the California Environmental Quality Act Regulations.

2.4.2 Existing Setting

A cumulative impact analysis is required to analyze the potential incremental environmental impacts associated with a project in conjunction with past, present, and reasonably foreseeable projects. Specific projects considered for cumulative analysis are identified in the discussion of future land uses (see Table 2-1).

Based on the analysis in this document regarding the potential for the project to result in direct and/or indirect impacts to certain resources, environmental issues and associated study areas identified for consideration in the cumulative impact analysis are identified in Table 2-18.

2.4.3 Project-specific Impacts

2.4.3.1 Aesthetics/Visual Resources

The City of Goleta (Goleta) lies between the Santa Ynez Mountains and the Pacific Ocean. Although the foothills and mountains are outside Goleta's boundaries, these landforms will remain largely undeveloped and provide a scenic backdrop to Goleta's urbanized area. Prominent features of the foothills and mountains include expanses of orchards, chaparral, and rock outcroppings.

Table 2-18. Resource Study Areas for Cumulative Impact Assessment

Resource	Resource Study Area
Aesthetics/Visual Resources	Locations of views of and from the project area, which is bounded by the airport (Fairview Avenue) on the west, State Route 217 to the east, Hollister Avenue on the north, and Fowler Road and South Street on the south.
Air Quality	South Central Coast Air Basin (all of San Luis Obispo, Santa Barbara, and Ventura Counties)
Farmlands	Santa Barbara County, with emphasis on the City of Goleta
Natural Communities, Wetlands, Animals	Goleta Slough watershed, with emphasis on the tributary San Jose Creek watershed
Water Quality and Storm Water Runoff	San Jose Creek watershed south of Hollister Avenue to Goleta Beach

The project is located within southern Old Town, which historically had views that were rural and agricultural with local natural features such as Old San Jose Creek’s riparian woodland and, depending upon location, views of the mountains to the north and the ocean to the south. As Goleta grew, southern Old Town became increasingly urbanized as agricultural fields were converted to commercial and industrial uses.

Today, the visual character of southern Old Town is defined by an eclectic mix of urban, commercial and industrial land uses surrounding a few parcels in agricultural use that are designated by Goleta for development and zoned accordingly. The visual character is thus dominated by commercial and industrial features and will be increasingly so in the future. Existing areas of moderate visual character include properties near the airport that have views to the Santa Ynez Mountains and the Old San Jose Creek riparian corridor and adjacent agricultural areas and vacant land. As noted, the General Plan has zoned this area for development and recent and planned projects adjacent or near to the proposed road extension are illustrated on Figure 2-3 and include such developments as new or expanded industrial buildings (for example, ATK and Stokes Projects), a large business park (Fairview Corporate Center), a concrete crushing plant, and a car rental facility (Meyer-Thrifty). Of these, only the ATK and Stokes projects resulted in the conversion of vacant land to urban uses; the other projects noted are located in previously developed areas, with the exception the concrete crushing plant which is located within an existing auto wrecking yard.

Given that the Goleta General Plan and polices encourage commercial and industrial development of southern Old Town, it is likely that future projects will convert the remaining open space and underutilized land that can be developed without undue environmental impact. Cumulatively, then, the project coupled with the ATK and Stokes project and other future projects are expected to alter the visual character of southern Old Town by converting the remaining open space (vacant land) and agricultural areas to more urbanized uses and by introducing new sources of lighting. These would alter but not change the overall existing commercial/industrial aesthetic. Visual impacts from cumulative development in this area would be minimized and/or mitigated by City policies requiring that architectural elements of projects be designed to visually enhance the area in accordance with the Old Town Heritage District Architecture and Design Guidelines and City policies regarding the protection of scenic views and scenic resources.

The proposed road extensions will result in limited removal of natural character elements (mature trees) from the Old San Jose Creek riparian corridor, but City policies protecting this Environmental Sensitive Habitat Area is expected to prevent cumulatively considerable impacts to this natural feature through required setbacks and implementation of standard minimization and mitigation measures (for example, restoration).

Finally, the project would not contribute to any cumulative impacts to scenic views or scenic resources. Goleta General Plan/Coastal Land Use Plan (General Plan) identified a number of Key Public Viewpoints where expansive views of Goleta and its visual resources are readily available. The only Key Public Viewpoints near the project are along Hollister Avenue near State Route 217 where motorists have views of the Santa Ynez Mountains and foothills and the large lemon orchard located immediately east of the Hollister Avenue/State Route 217 intersection (see Figure 2-11). The only project elements along Hollister Avenue are roundabouts that would not adversely affect views of these resources and would not contribute to any cumulative impact that could result from future developments along Hollister Avenue.

2.4.3.2 Farmlands

Agriculture is one of Santa Barbara County's major producing industries with more than 710,000 acres under cultivation and gross production valued at over \$900 million in 2004. The South Coast agricultural area, which stretches from Gaviota to Carpinteria and covers about 106,000 acres, accounts for about one third of the County's gross income from agriculture. Despite local government protections, between 2000 and 2004 the County experienced a decrease in overall agricultural acreage and an increase in overall value of agricultural commodities. Between 2002 and 2004, over 9,000 acres of agricultural land was converted to urban uses.

Within Goleta, full build-out under the General Plan for new residential development and other uses such as commercial and recreation would result in the conversion of 55.7 acres of agricultural land, resulting in 353.3 acres of remaining agricultural land in Goleta. Of the agricultural land that would not be converted, only 11.6 acres are permanently preserved. Two parcels totaling 14.6 acres in the project area are currently used for agriculture. These parcels were included in the 55.7 acres of farmland the General Plan designates and zones for conversion to commercial, industrial, and transportation-related uses. This conversion would not affect any Prime farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the California Resources Agency. The maps prepared pursuant to that agency's Farmland Mapping and Monitoring Program indicate that all lands in southern Old Town, including the project are, are mapped as urban and built-up land. There are no agriculturally-zoned properties or properties under a Williamson Act contract in the vicinity.

Construction of the proposed Ekwill Street extension would remove approximately 2.0 acres of these parcels from existing agricultural use, and future development is expected to remove all agricultural uses from southern Old Town. As noted, such development would not result in a cumulative impact related to the conversion of farmland mapped by the California Resources Agency. The project's contribution to the loss of agricultural lands is not considered cumulatively considerable.

2.4.3.3 Water Quality and Storm Water Runoff

Goleta is situated on a coastal terrace bordered on the south by the Pacific Ocean and on the north by the Santa Ynez Mountains. Within Goleta, 12 creeks drain from the foothills south to the Pacific Ocean. Most of the creeks exhibit intermittent, seasonal flows, and creek conditions vary greatly. Sections of some creeks are channelized to provide conveyance for flood flows such as along San Pedro and Tecolotito Creeks. Two creeks, Bell Creek and Tecolote Creek, form small coastal lagoons at the Pacific Ocean. With the exception of Bell Canyon and Tecolote Creeks, the remaining creeks within Goleta drain to one of two sloughs located to the south of Goleta boundary: Goleta Slough and Devereux Slough.

San Jose Creek and Old San Jose Creek are located in the project area and ultimately drain into the Goleta Slough. Prehistorically, Goleta Slough was one of California's largest sloughs but much of the slough silted in during the 1860s as a result of over-grazing by Spanish cattle and heavy soil erosion during periods of high precipitation. This newly-filled land became host to both agricultural activities and residential construction. In the 1940s, construction of a U.S. Marine Corps base resulted in the filling of a large portion of the slough. The creeks were channelized to feed the remains of the slough to the south and to the west of the study area, and subsequent construction in the region has resulted in further redirection and modification of these creek channels. Since the 1940s, the need for land for both residential and commercial development has resulted in further construction and general ground disturbance within the former Goleta Slough. Grading and excavating for construction of buildings and roads has resulted in further ground disturbance. Goleta Slough has been listed under Section 303(d) of the Clean Water Act as impaired for pathogens and priority organics.

Cumulative development will increase the amount of impervious surface in the San Jose Creek watershed. Most of these surfaces would be comprised of parking areas and roadways. Runoff from such areas is often contaminated with a mix of petroleum products and other pollutants from vehicular use. In addition, tailwater from newly landscaped areas can be contaminated by improper applications and/or over applications of fertilizers, pesticides, fungicides and herbicides. All such contaminants can pose cumulatively adverse effects on surface water quality, sensitive riparian systems, and wetlands such as Goleta Slough.

Goleta is identified as having a Small Municipal Separate Storm Sewer System requiring coverage under the National Pollutant Discharge Elimination System General Permit for Storm Water Discharges from such systems, Water Quality Order No. 2003-0005-DWQ and CAS000004 (General Permit). The General Permit requires, among other things, the development of the Storm Water Pollution Prevention Plan. Goleta's recently adopted Storm Water Management Plan is a comprehensive program to establish and implement Best Management Practices to reduce the discharge of storm water pollutants into water bodies and to protect and improve water quality within Goleta. The Storm Water Management Plan was approved by the Central Coast Regional Water Quality Control Board (Water Board) on February 4, 2010. The plan includes development and implementation of Best Management Practices for Construction Site Storm Water Runoff Control and Post-Construction Storm Water Management in New Development and Redevelopment.

Implementation of the Storm Water Management Plan and General Permit requirements is expected to substantially avoid, minimize and mitigate potential cumulative impacts to water quality from future development in Goleta, including the resource study area. Because the project will involve soil disturbance of more than 1 acre, including construction within Caltrans' right-of-way, it will adhere to the conditions of the National Pollutant Discharge Elimination System permit for construction activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002), which is incorporated by reference into the Caltrans National Pollutant Discharge Elimination System permit for storm water discharges from the State of California (Order No. 99-06-DWQ, NPDES No. CAS000003). As a result, any contribution the project may have to water quality impacts is not expected to be cumulatively considerable.

2.4.3.4 Natural Communities

Historically the Goleta Slough watershed included a rich and abundant set of habitats, including an estuary, tidal creeks, tidal marsh and wetlands, and a large inner bay that once could accommodate schooners and other large sailing vessels. Two historical events greatly reduced the size of the slough. The first was the heavy grazing by cattle on the surrounding foothills and mountainsides followed by grassfires and heavy rains that caused extensive erosion and sediment deposition, after which most of the bay became a salt marsh. The second event was the filling of the marsh and remaining bay to construct a military base during World War II. Today, the filled area includes the Santa Barbara Airport, transportation and utility corridors, a sanitary treatment plant, a power generation station, and other commercial and industrial facilities. Despite these impacts, the slough is still an ecologically important area for wetlands, marshland, and estuarine creeks. The California Department of Fish and Game administers the 430-acre Goleta Slough Ecological Reserve for wildlife protection and educational and research purposes.

The project is located in the San Jose Creek watershed, which empties into the Goleta Slough. Past and present projects in this localized part of the study area have resulted in the removal and/or degradation of riparian woodland and other sensitive habitats and loss of native trees. For example, the recent construction of the ATK Space Systems office building immediately adjacent to the project resulted in temporary and permanent impacts to the 50-foot riparian woodland buffer zone along Old San Jose Creek, which drains into the channelized San Jose Creek and feeds into the Goleta Slough. The proposed Ekwil Street extension is located immediately adjacent to the ATK building and will result in temporary and permanent impact to native hydrophytic vegetation and southern willow riparian woodland along Old San Jose Creek. Restoration requirements associated with the project will result in the expansion of woodland habitat and therefore the cumulative contribution of the project, if any, would not be considerable.

Probable future projects in the San Jose Creek watershed include the Schwan Storage and Housing Authority Braddock House, both of which are in existing urbanized areas. No adverse effects to San Jose Creek or native habitat within the watershed are expected. In the greater Goleta Slough watershed, numerous riparian and restoration projects that are designed to benefit the natural communities, such as the Goleta Slough Wetland

Enhancement Project and Santa Barbara Airport – Airport Safety projects. The University of California, Santa Barbara also has several restoration projects underway.

Over time, build-out of southern Old Town could result in additional incremental cumulative loss of natural plant communities as future development projects are built. However, based on Goleta’s Conservation Element and other policies, the most likely scenario is that future development projects will be required to avoid, minimize and/or mitigate impacts to natural communities to the point where no cumulatively considerable impacts are expected. As a result of such measures, for example, riparian woodland lost due to construction of the project would be replaced at a 3:1 ratio for permanent impacts and a 2:1 ratio for temporary impacts. Such measures would expand the existing southern willow riparian woodland habitat and improve habitat quality and, therefore, impacts to natural communities from the project would not be cumulatively considerable.

2.4.3.5 Wetlands and Other Waters

Impacts to wetlands and other waters as a result of past, present, and reasonably foreseeable future projects in the study area include loss of habitat and habitat degradation as a result of increased human disturbance. However, there are several beneficial restoration projects underway in the Goleta Slough, and future impacts to wetlands and other waters are expected to be avoided, minimized, or mitigated according to requirements for the replacement of wetland pursuant to jurisdiction of regulatory agencies such as the Coastal Commission, California Department of Fish and Game, U.S. Army Corps of Engineers, Central Coast Regional Water Quality Control Board, City of Goleta, City of Santa Barbara, and the County of Santa Barbara. It is expected that any future impacts would be offset by replacement ratios greater than 1:1 in order to help ensure successful restoration. For example, impacts to wetland habitat that would occur from the proposed road extension project would be mitigated at a 3:1 ratio for permanent impacts and at a 2:1 ratio for temporary impacts. Such measures are expected to expand wetland habitat and improve habitat quality. The most likely future scenario is that there would be no net cumulative loss of wetlands and other waters because avoidance, minimization, and mitigation measure would be applied per local, state, and federal regulations. In addition, storm water management requirements applicable to this project and to future construction projects are expected to avoid, reduce, or mitigate cumulative wetland impacts from pollutants to acceptable levels.

2.4.3.6 Animal Species

Southern Old Town is designated by Goleta for commercial and industrial development and a number of past, present, and reasonably foreseeable projects exist in the resource study area, including, for example, the proposed road extensions, the ATK and Stokes industrial buildings, and the large Fairview Corporate Center business park and retail complex (See Figure 2-3). These projects combine to remove and/or degrade breeding and/or foraging habitats, including open fields/grasslands and riparian woodlands. The potential for sensitive animal species to occur within the localized study area is remote because the habitat is degraded and, to date, no sensitive species have been observed on the project site or adjacent areas (for example the ATK project area). Should sensitive animals occur, the most likely

scenario is that local, state, and federal regulations would require avoidance, minimization and/or avoidance measures and permitting, if required.

Nesting and foraging sensitive riparian birds and raptors, and potentially roosting Monarch butterflies may be impacted by the project. There is currently a cumulative impact to sensitive animal species in the study area as a result of reduced foraging habitat for raptors. Since these habitats used by foraging raptors in the area are often low-quality ruderal fields, these areas are often lost and not mitigated. There are no cumulative impacts to Monarch butterflies because there are no known projects that have or will remove large eucalyptus groves that could potentially serve as Monarch butterfly roosting sites and if such impacts are identified for future projects, mitigation measures would be implemented. There are no cumulative impacts to riparian birds because riparian vegetation is typically mitigated for in the study area when it is impacted. The project would not result in cumulative impacts to sensitive riparian birds or Monarch butterflies because all impacts would be fully mitigated by restoration and other methods that would result in an expansion of habitat size and an improvement of habitat quality, both of which are expected to benefit animals. However, the project would slightly contribute to the cumulative impact of incremental loss of raptor foraging habitat.

The project's contribution to that loss is small relative to the acreage available in nearby protected areas, including large portions of the Goleta Slough within the airport, California Department of Fish and Game, and University of California, Santa Barbara properties. In addition, More Mesa, Ellwood Mesa, and the Gaviota Coast provide more suitable foraging and nesting habitat for raptors. Although potential development pressure may occur along the Gaviota Coast, the remaining open space of Ellwood Mesa and most of More Mesa will remain un-built. As a result, the project's contribution to the loss of raptor foraging habitat would not be cumulatively considerable.

Potential impacts to least Bell's vireo as a result of past, present, and reasonably foreseeable future projects include removal and/or degradation of potential breeding and/or foraging habitat including southern willow riparian habitats. However, least Bell's vireo is only a very rare visitor in the vicinity of the project and the nearest known nesting location is in the Santa Ynez River in the Los Padres National Forest. The project site only contains marginal habitat and the species is unlikely to nest on-site. Moreover, although past projects presumably removed substantial amounts of riparian habitat within the resource study area, current projects and those in the foreseeable future are expected to avoid, minimize, or mitigate such impacts through the environmental review process and the Goleta General Plan/Local Coastal Plan. That is, no cumulative impacts to the least Bell's vireo are expected and, regardless, the project would result in restoration and expansion of riparian habitat and thus would not contribute to cumulative impacts even if such impacts occur.

Tributaries to the Goleta Slough have been designated critical habitat for the Southern steelhead and past projects have had a substantial adverse effect on habitat quality and availability. These past impacts include reduction in habitat, creation of fish passage barriers, increased siltation, reduction of fresh-water inputs and a decrease in water quality. Currently proposed and future projects can be expected to be subject to environmental review and

impacts likely would be avoided, minimized, or mitigated as per the Goleta General Plan/Local Coastal Plan and other regulatory controls. While past development has had an adverse cumulative impact on the Southern steelhead, with implementation of mitigation measures identified in Section 2.3.4, impact of the project on this species would be avoided. The project thus would not contribute to cumulative impacts to this species.

2.4.4 Cumulative Impacts of the Fowler Road Extension Alternative

The Fowler Road Extension Alternative is cumulatively the same as the project. The most substantive distinction between the project and the Fowler Road Extension Alternative is that this alternative would slightly increase the impact acreage for biological resources. The small increase does not alter the impact significance for biological resources. This alternative would not have a cumulatively considerable impact on the environment.

2.4.5 Mitigation Measures

No cumulative impacts have been identified that would require mitigation.

2.4.6 Residual Impacts

No mitigation measures would be required, and no residual cumulative impacts would occur.

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Chapter 3. Growth-inducing Impacts

3.1 Regulatory Setting

The Council on Environmental Quality regulations, which established the steps necessary to comply with the National Environmental Policy Act of 1969, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The Council on Environmental Quality regulations, 40 Code of Federal Regulations 1508.8, refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project’s potential to induce growth. California Environmental Quality Act guidelines, Section 15126.2(d), require that environmental documents “...discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...”

3.2 Existing Setting

The Santa Barbara County Association of Governments (Association of Governments) provides demographic and population projections for the incorporated and unincorporated areas within Santa Barbara County. Table 2-19 presents the Association of Governments’ population projections for Goleta through 2030. Goleta is expected to grow at a rate of approximately 0.5 percent per year through 2030.

Table 2-19. City of Goleta Growth Forecast

Calendar year	2010	2015	2020	2025	2030
Goleta population	31,700	33,100	34,500	35,900	37,300

Source: Santa Barbara County Association of Governments, 2007.

Growth within Goleta is governed by the General Plan/Coastal Land Use Plan (General Plan), which incorporates the County’s Goleta Old Town Revitalization Plan (Revitalization Plan) to guide infrastructure improvements and development opportunities for the purpose of revitalizing the Goleta Old Town sub-area (see Figure 1-2). These plans anticipate new development and an increase in population, services, and additional public infrastructure.

Goleta’s Transportation Element identifies a series of major street and highway improvement projects required to “accommodate the forecasted future traffic volumes, based upon the Land Use Plan” and maintain acceptable levels of service. The Transportation Element includes the project because it is necessary to accommodate traffic generated by the planned development and build-out of southern Old Town.

As depicted on Figure 1-5, much of Goleta is built-out. However, the southern portion of Old Town has a considerable concentration of vacant and underutilized parcels and the General Plan targets the area for infill commercial and industrial development. Historically, the area has experienced low growth pressure but more recently development in the area has occurred

consistent with the General Plan, and additional projects are in the planning stages or undergoing environmental review. In short, developers are taking advantage of infill opportunities for development in this part of Goleta and full build-out can occur with or without the project.

3.3 Thresholds of Significance

A project could have a significant environmental impact from growth if it would:

- 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, or
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

3.4 Project-specific Impacts

This section evaluates the project's influence on facilitating planned growth and inducing unplanned growth. A road extension project can induce growth by removing existing constraints that block growth (such as congestion) or by directly promoting growth (for example, by providing access to previously inaccessible commercial or residential development sites).

a) In assessing the potential growth inducement of the project, it is important to clearly identify growth induced by the project beyond that already anticipated and planned for by local community planners. A project needed to serve growth that has been approved and anticipated through the General Plan process is growth-accommodating but not growth inducing. In this sense, the project would accommodate projected traffic associated with existing and planned developments in southern Old Town but would not in itself induce the development in the first place.

Although the project is in response to planned growth, it would provide improved access to, from and within southern Old Town and a change in accessibility has the potential to influence the location, rate, type and amount of growth. In the present case, it is unlikely that the project would influence the location or amount of growth. Southern Old town is an infill area zoned and designated for development and is likely to be developed with or without the project.

Although the project is unlikely to influence the location or amount of development, development may happen more quickly with the project in place. In addition, the project may result in more visitor-serving retail and commercial developments because of better airport access. Current zoning indicates areas adjacent to the project can accommodate a wide range of future uses, such as hotel, restaurant, office, manufacturing, automotive sales and rentals, automobile wrecking yard, service stations, and building and construction services.

Southern Old Town is a commercial and industrial area with localized areas of contamination and some resources of concern, such as wetlands, threatened and endangered species and their associated habitat, and future development could place such resources under greater threat. However, future development would be required to undergo additional project-level environmental review and would be subject to the development standards and requirements included in Goleta's General Plan, Revitalization Plan, zoning ordinances (inland and coastal), and other applicable regulations, including but not limited to the City of Santa Barbara Local Coastal Plan. In addition, future development in the coastal zone portion of Goleta would be expected to undergo review by the California Coastal Commission (Coastal Commission). The most likely scenario is that future development in southern Old Town would avoid, minimize, and/or mitigate effects on resources of concern.

In summary, the project is included within Goleta's approved General Plan in order to provide better access to southern Old Town as well as to the airport and to relieve congestion on Hollister Avenue. As in-fill growth in southern Old Town occurs, the benefit of the new road extensions will increase. The project would accommodate planned and approved growth but would not induce such growth. Future development in southern Old Town will occur with or without the project.

b-c) The project would displace one residential rental unit and occupants. Construction of replacement housing would not be necessary. Impacts would be less than significant.

3.5 Impacts of the Fowler Road Extension Alternative

Impacts of this alternative would be the same as those of the project.

3.6 Impacts of the No-Project Alternative

The No-Project Alternative would not prevent future growth from occurring in southern Old Town because the existing land use designation and zoning for vacant and underutilized parcels would still encourage infill development in the area. The reduced accessibility resulting from the No-Project Alternative may extend the timeframe for such development to occur and may limit developments that would otherwise benefit from improved access by airport visitors (for example, hotels, eating and drinking establishments, entertainment and recreational businesses, visitor attractions, other types of retail shops). As with the project, it is expected that future growth under the No-Project Alternative would avoid, minimize and/or mitigate impacts to resources of concern.

3.7 Mitigation Measures

The project would not induce unplanned growth and additional measures are not required.

3.8 Residual Impacts

No mitigation measures would be required, and no residual growth-inducing impacts would occur.

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Chapter 4. Environmentally Superior Alternative

The California Environmental Quality Act (CEQA) requires the designation of an environmentally superior alternative from those evaluated in an environmental impact report (EIR). If the environmentally superior alternative is the No-Project Alternative, then the EIR shall identify an environmentally superior alternative from among the other alternatives.

The project would involve temporary construction-related impacts to air quality, noise, traffic, and other effects, all of which are either less than significant or less than significant with mitigation. The project would result in long-term operational effects, such as changes in the visual character of southern Old Town, loss of some biological habitat, including wetlands and streams, and loss of approximately 2 acres of agricultural lands designated by the General Plan and zoned accordingly. All long-term impacts are either less than significant or less than significant with mitigation.

The project would result in beneficial impacts to traffic and air quality resulting from improved circulation and reduced congestion. The project would result in other beneficial transportation effects, including improvements in pedestrian and bicycle transportation and improved emergency access. It would also be consistent with the General Plan and other local and regional transportation and air quality plans that identify the project as a planned improvement. The project would meet the project objectives.

[The Fowler Road Extension Alternative also would meet project objectives and would have the same impacts as those of the project, except that this alternative would affect slightly more sensitive habitat. Impacts of this alternative still remain less than significant with mitigation.](#)

The No-Project Alternative would not construct the road improvements and thus would have no adverse construction-related impacts to aesthetics, biological resources, noise, and traffic, for example. However, under the No-Project Alternative the lack of the proposed road improvements would result in increased traffic congestion and no beneficial impacts would occur. The No-Project Alternative would not be consistent with the General Plan and other local and regional plans that include the project as a planned improvement. The No-Project Alternative would not meet the project objectives.

~~Based on the above, the project is considered the environmentally superior alternative.~~

Based on the above, the No-Project Alternative would be the environmentally superior alternative because no adverse construction-related impacts would occur, as they would with the project and the Fowler Road Extension Alternative. Under CEQA, in this case, the environmentally superior alternative must be identified among the other alternatives and the Fowler Road Extension Alternative is the only other alternative determined to be feasible. As a result, the Fowler Road Extension Alternative is the environmentally superior alternative for purposes of CEQA. Nevertheless, the Fowler Road Extension Alternative does not lessen any significant effects of the project. The Fowler Road Extension Alternative is the exact same as the project, except for a slight change in alignment at the western end of

the Fowler Road extension, which reflects the original alignment shown in the 1997 Fowler Road Extension Project Study Report and the Revitalization Plan. This slight change in alignment of the Fowler Road extension would result in a slight increase in the amount of sensitive habitat affected. However, the impacts of both the project and the Fowler Road Extension Alternative can either be avoided or mitigated to a less than significant level.

Chapter 5. Significant Irreversible Environmental Changes

According to CEQA Guidelines Section 15126.2 (c), an EIR is required to address significant irreversible changes that would result from implementation of the project. A significant irreversible change includes the use of nonrenewable resources, the commitment of future generations to similar uses, irreversible damage from environmental accidents associated with the project, and irretrievable commitments of resources.

Development of the project [or the Fowler Road Extension Alternative](#) would result in the use of renewable and non-renewable resources during construction and operation. Construction of the project [or the Fowler Road Extension Alternative](#) would require the use of renewable and non-renewable building materials such as wood, metal and fossil fuels. Since the project is a roadway improvement project, once operational the consumption of renewable or non-renewable materials would be limited primarily to electricity for street lighting and materials for long-term roadway maintenance. These resources are currently readily available and are anticipated to remain so for the foreseeable future. Therefore, the commitment of these resources to the project [or the Fowler Road Extension Alternative](#) is not considered significant.

The roadway improvements would be an irreversible change in use of the land in comparison to the existing conditions. However, there are no unavoidable significant environmental changes associated with the project [or the Fowler Road Extension Alternative](#). All adverse effects of the project [or the Fowler Road Extension Alternative](#) on the environment are expected to be either less than significant or less than significant with mitigation, as identified in Chapter 2.

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Chapter 6. Public Comments and Responses

This section provides written copies of comments received on the Draft EIR during the public comment period (August 31 – October 17, 2011), and responses to those comments. Comments were received in the form of emails, letters, faxes, and testimony at the public hearing on the Draft EIR September 19, 2011. To better facilitate the reader, responses to each comment letter are placed directly after each comment letter.

The following persons or organizations submitted comments.

Table 6-1 List of Comment Letters Received on Draft EIR

Letter #	Date received	Sender	Organization
1	9/12/2011	Pollard, Michael	Kellogg Avenue LLC
2	9/12/2011	Sanchez, Katy	Native American Heritage Commission
3	9/14/2011	Trautwein, Brian	Environmental Defense Center
4	9/19/2011	Wilburton, Carly	Santa Barbara County Air Pollution Control District
5	9/28/2011	Trautwein, Brian	Environmental Defense Center
6	10/3/2011	Briggs, Roger	CA Regional Water Quality Control Board, Central Coast Region
7	10/7/2011	Wallar, Chandra	County of Santa Barbara Executive Office
8	10/7/2011	Antonucci, Joe	National Auto Body & Paint
9	10/11/2011	Thomas, Matthew	Thomas Towing, Inc.
10	10/12/2011	Childress, Jim	Sierra Club
11	10/13/2011	Berman, Michael	City of Santa Barbara Community Development Department
12	10/13/2011	Fox, Randall	Reetz, Fox & Bartlett, LLP
13	10/13/2011	Hunt, Peter W.	Architect Peter Walker Hunt, AIA
14	10/17/2011	Brown, Peter N.	Brownstein Hyatt Farber Schreck
15	10/17/2011	White, Troy A., AICP	Dudek
16	10/17/2011	John Lowrie	California Department of Conservation
17	10/17/2011	Pollard, Michael	Kellogg Avenue LLC
18	10/17/2011	Newland, Jeff	self
19	10/17/2011	Atkinson, Robert	SyWest Development
20	10/17/2011	Tierney, Rachel	Rachel Tierny Consulting
21	10/17/2011	Brown, Mark	True Precision Machining
22	10/17/2011	Hunt, Peter W.	Architect Peter Walker Hunt, AIA
M	9/19/2011	Minutes	City of Goleta Public Hearing

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KELLOGG AVENUE LLC

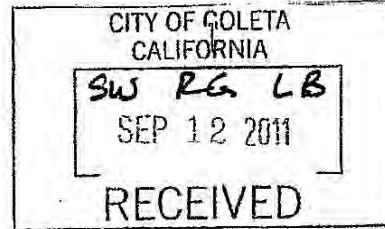
4915 CARPINTERIA AVENUE, SUITE H
CARPINTERIA, CALIFORNIA 93013

TELEPHONE: (805) 684-6653

FAX: (805) 684-6654

1

September 8, 2011



Community Services
130 Cremona Drive
Suite B
Goleta, CA 93117
Attn: Laura Bridley

Re: Inadequacy of Notice for Ekwill Street and Fowler Road Extensions Project Draft EIR

Dear Ms Bridley:

Kellogg Avenue LLC is the owner of APN 071-190-34 at 903, 905 and 909 South Kellogg Avenue in Goleta. We are, I believe, a major stakeholder in this project and we have yet to receive written notice of the availability of the draft EIR.

We feel the noticing requirements, required bylaw, have be inadequate and it is curious why we should not get an official notice so we can protect our rights.

Sincerely,
Kellogg Avenue LLC

A handwritten signature in black ink, appearing to read "Mike Pollard". The signature is fluid and somewhat stylized, with a large loop at the end.

Mike Pollard
Managing Member

1-1

Letter 1 Response: Mike Pollard, Managing Member, Kellogg Avenue LLC, September 12, 2011

- 1-1** The City of Goleta sufficiently addressed noticing requirements per State CEQA Guidelines Section 15085; as soon as the Draft EIR was completed, a notice of completion was filed with the Office of Planning and Research. Additionally, in compliance with State CEQA Guidelines Section 15087, the City of Goleta issued a Notice of Availability, Notice of Public Hearing of a Draft Environmental Impact Report (notice dated August 29, 2011) at the same time it sent notice to the Office of Planning and Research.

Goleta notified over 1,800 owners and occupants located in a broad area of Old Town Goleta near the proposed improvements. This noticing area exceeded the required noticing radius of 300 feet for owners and 100 feet for occupants in the coastal zone. The addresses for these owners and occupants were taken from the most recently available equalized roll from the Santa Barbara County Assessor's Office (provided in August 2011). This database included Kellogg Avenue LLC, at a mailing address of 4915 Carpinteria Avenue, Carpinteria, CA 93013, the same address used for this comment letter. Additionally, the site address was noticed to 903 Kellogg Avenue.

In addition to the direct mailing, the notice was also provided on the City of Goleta's webpage (www.cityofgoleta.org) and published in the local Daily Sound on August 31, 2011.

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NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

2



September 7, 2011



Rosemarie Gaglione/Laura Bridley
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

RE: SCH# 2004061072 Ekwil Street and Fowler Road Extension Project; Santa Barbara County.

Dear Ms. Gaglione and Ms. Bridley:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archaeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064 (b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If all or a part of the APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the NAHC for a Sacred Lands File Check (SFL).
 - SLF Check Completed, 09/07/2011, indicates potential impact to "Lineguitas", a recorded archaeological site known as CA-SBA-38 as well as two other recorded archaeological sites known as "CA-SBA-42 and SBA-60 West, all within the Goleta Quadrangle.
 - Please contact Aylisha Napoleon as well as the tribes and individuals listed on the attached Native American Contact List to determine if your project will impact this site or others.

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The absence of specific site information in the Sacred Lands File does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

- ✓ Contact the NAHC for a list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
 - Native American Contacts List attached.
The NAHC makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received. If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information.
- ✓ Lack of surface evidence of archaeological resources does not preclude their subsurface existence. Lead agencies should include in their mitigation plan:
 - Provisions for the identification and evaluation of accidentally discovered archaeological resources, per CEQA Guidelines 15064.5 (f).
 - Provisions for monitoring all ground-disturbing activities in areas of identified archaeological sensitivity by an archaeologist meeting the professional qualifications as defined in the *Secretary of Interior's Standards and Guidelines* for archaeology and a culturally affiliated Native American monitor.
 - Provisions for the curation of recovered artifacts, per CEQA Guidelines 15126.4 (5)(b)(3)(C), in consultation with culturally affiliated Native Americans.
 - Provisions for the discovery of Native American human remains. Health and Safety Code 7050.5, CEQA Guidelines 15064.5 (e), and Public Resources Code 5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst
(916) 653-4040

cc: State Clearinghouse

Native American Contact List
Santa Barbara County
September 7, 2011

2

Carol A. Pulido
165 Mountainview Street Chumash
Oak View , CA 93022
805-649-2743 (Home)

Melissa M. Parra-Hernandez
119 North Balsam Street Chumash
Oxnard , CA 93030
envyy36@yahoo.com
805-983-7964

Frank Arredondo
PO Box 161 Chumash
Santa Barbara Ca 93102
ksen_sku_mu@yahoo.com
805-617-6884
ksen_sku_mu@yahoo.com

Aylisha Diane Marie Garcia Napoleone
33054 Decker School Road Chumash
Malibu , CA 90265
702-741-6935

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed
FH# 2004061072 Ekwil Street and Fowler Road Extension Project; Santa Barbara County.

Native American Contact List

Santa Barbara County

September 7, 2011

2

Ernestine DeSoto 1317 San Andres St., Apt A Santa Barbara CA 93101 (805) 962-3598	Chumash	Barbareno/Ventureno Band of Mission Indians Julie Lynn Tumamait, Chairwoman 365 North Poli Ave Ojai , CA 93023 jtumamait@sbcglobal.net (805) 646-6214	Chumash
Beverly Salazar Folkes 1931 Shadybrook Drive Thousand Oaks, CA 91362 folkes@msn.com 805 492-7255 (805) 558-1154 - cell folkes9@msn.com	Chumash Tataviam Fernandeño	Patrick Tumamait 992 El Camino Corto Ojai , CA 93023 (805) 640-0481 (805) 216-1253 Cell	Chumash
Owl Clan Dr. Kote & Lin A-Lul'Koy Lotah 48825 Sapaque Road Bradley , CA 93426 mupaka@gmail.com (805) 472-9536	Chumash	San Luis Obispo County Chumash Council Chief Mark Steven Vigil 1030 Ritchie Road Grover Beach CA 93433 cheifmvgil@fix.net (805) 481-2461 (805) 474-4729 - Fax	Chumash
Santa Ynez Band of Mission Indians Vincent Armenta, Chairperson P.O. Box 517 Santa Ynez , CA 93460 varmenta@santaynezchumash. (805) 688-7997 (805) 686-9578 Fax	Chumash	John Ruiz 1826 Stanwood Drive Santa Barbara CA 93103 (805) 965-8983	Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed CH# 2004061072 Ekwil Street and Fowler Road Extension Project; Santa Barbara County.

Native American Contact List
Santa Barbara County
September 7, 2011

2

Gilbert M. Unzueta Jr.
571 Citation Way
Thousand Oaks, CA 91320
(805) 375-7229

Chumash

Coastal Band of the Chumash Nation
Vennise Miller, Chairperson
P.O. Box 4464
Santa Barbara CA 93140
805-305-5517

Chumash

Stephen William Miller
189 Cartagena
Camarillo, CA 93010
(805) 484-2439

Chumash

Charles S. Parra
P.O. Box 6612
Oxnard, CA 93031
(805) 340-3134 (Cell)
(805) 488-0481 (Home)

Chumash

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
P.O. Box 365
Santa Ynez, CA 93460
elders@santaynezchumash.org
(805) 688-8446
(805) 693-1768 FAX

Chumash

Richard Angulo
2513 Laney Circle
Denton, TX 76208

Chumash

Randy Guzman - Folkes
655 Los Angeles Avenue, Unit E
Moorpark, CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Santa Ynez Band of Mission Indians
Tribal Administrator
P.O. Box 517
Santa Ynez, CA 93460
info@santaynezchumash.
(805) 688-7997
(805) 686-9578 Fax

Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Highway 200/406/1072 Ekwil Street and Fowler Road Extension Project; Santa Barbara County.

Letter 2 Responses: Katy Sanchez, Program Analyst, Native American Heritage Commission (NAHC), September 7, 2011

- 2-1** Record searches for the project were conducted at the Central Coast Information Center. Section 2.1.7.2 of the EIR provides a summary of the results.
- 2-2** Professional cultural resource surveys and associated reports were prepared for the project and approved by the City of Goleta and Caltrans. Results of these reports formed the basis of Section 2.1.7 of the EIR. Section 2.1.7.2 of the EIR includes a summary of previous and supplemental reports prepared for the project. These technical reports have been maintained in confidential files, and were submitted to the Central Coast Information Center in February 2011.
- 2-3** The NAHC was contacted during the preparation of archaeological surveys of the project area and a Sacred Lands File Check was completed. Appendix B of the project's Supplemental Archaeological Survey Report (URS 2009) includes a copy of NAHC correspondence that indicates that CA-SBA-38 and CA-SBA-60 are located on the Goleta Quadrangle. The September 7, 2011 comment letter also indicates that CA-SBA-42 is also on the Goleta Quadrangle.

Site records indicate all three of the recorded sites noted by the NAHC are located more than 0.5 mile from the project area and archaeological surveys (e.g., Applied Earthworks 2000, URS 2009) confirm that the project will not affect any recorded sites. In compliance with Section 106 of the National Historic Preservation Act, the Federal Highway Administration determined in 2000 that the project will not affect any historic properties (including known archaeological sites); the California Office of Historic Preservation concurred. See Section 2.1.7.2 of the EIR for a summary.

Native Americans identified by the NAHC were contacted during preparation of the project and none expressed concerns that these sites would be affected. Those who responded expressed that Native American monitors should be present during construction. See the last paragraph in EIR Section 2.1.7.2 for a summary. EIR Section 2.1.7.7 identifies mitigation measures that include Native American monitors.

- 2-4** See response 2-3.
- 2-5** Section 2.1.7.7 of the EIR includes mitigation measures generally consistent with this comment. Section 2.1.7.7 has been modified so that mitigation measures specify professional qualifications and provisions for artifact curation as per the comment.

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From: Brian Trautwein <btraut@edcnet.org>
Sent: Wednesday, September 14, 2011 1:29 PM
To: Rosemarie Gaglione
Subject: Ekwill extension

Hi Rosemarie,

I am concerned about the Ekwill extension possibly impacting Old San Jose Creek and consistency with policies. What information can you provide regarding the design of the crossing, abutments, span bridge v. culvert, etc. Also, is the creek crossing in the coastal zone? I have not seen the EIR yet.

Thanks,

Brian

Brian Trautwein,
Environmental Analyst
Environmental Defense Center
906 Garden Street
Santa Barbara, CA 93101
btraut@edcnet.org
(805) 963-1622 X 108
(805) 962-3152 fax

3-1

Letter 3 Response: Brian Trautwein, Environmental Analyst, Environmental Defense Center, September 14, 2011

3-1 The proposed crossing is described in Section 1.3.1, while impacts to Old San Jose Creek are described in Section 2.3.2. The EIR includes a policy consistency analysis in Appendix F, for both the Coastal Act and City of Goleta policies. The Ekwill Street and Fowler Road Extensions cross Old San Jose Creek, which is in the coastal zone. The crossings utilize an open-bottom culvert design. Figure 1-12 shows the location and cross-section of the proposed open-bottom culvert. The two sides of the culvert will sit on a simple footing located approximately 2 to 3 feet below the creek bed. The open-bottom culvert is prefabricated and will be placed along the creek. The width of the culvert (opening) is approximately 21 feet and the vertical clearance is a little over 8 feet.

The use of bridges was considered but would result in a much greater footprint and significant increases in the vertical profile of the proposed road, resulting in the need for extensive retaining walls as well as the potential for floodplain impacts. The proposed open-bottom culvert would maintain a natural bottom to Old San Jose Creek and allow sufficient clearance for animal passage.

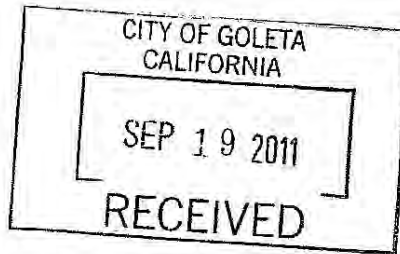
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**Santa Barbara County
Air Pollution Control District**

September 15, 2011

Laura Bridley
City of Goleta
Community Services Department
130 Cremona Drive, Suite B
Goleta, CA 93117



Re: APCD Comments on Draft Environmental Impact Report for Ekwill Street and Fowler Road Extensions Project, 04-121-DRB, DP, 11-EIR-02

Dear Ms. Bridley:

The Air Pollution Control District (APCD) has reviewed the Draft Environmental Impact Report (DEIR) for the proposed project, which consists of construction of two new roadways and operational improvements that include: the extensions of Fowler Road from the existing South Street stub to existing Fairview Avenue, Ekwill Street from the existing Kellogg Avenue intersection with Kellogg Way westward to connect to Fairview Avenue, roundabouts at the intersections of Fowler Road and Fairview Avenue, Ekwill Street and Pine Avenue and at the intersections of Hollister Avenue with State Route 217 on and off ramps, and the extensions of the existing northbound right turn lane for Kellogg Avenue onto Hollister Avenue. The project also includes construction of a portion of the Old San Jose Creek trail along Ekwill Street. The proposed project is located in Old Town Goleta in the City of Goleta.

4-1

No major grading is necessary due to the flat topography of the area and earthwork quantities would be balance on site. The project would require the acquisition and removal of one existing residential rental unit to construct the western roundabout on Hollister Avenue.

Air Pollution Control District staff offers the following comments on the DEIR:

1. **Project and Alternatives, Section 1.3.1 Project Description, Construction General Information, Page 11:** Please provide an estimate of the quantity of grading associated with this project in terms of cubic yards of cut and fill.
2. **Air Quality, Section 2.2.4.3 Thresholds of Significance, Page 118:** The first full paragraph on this page refers to a "2008 Clean Air Plan". APCD has adopted a 2007 Clean Air Plan and a 2010 Clean Air Plan. Please revise the text to refer to the appropriate Clean Air Plan.
3. **Air Quality, Table 2-11. State/Federal Ambient Air Quality Standards, Page 119:** This table sites incorrect information for Particulate Matter less than 2.5 microns. Please see APCD's webpage www.sbapcd.org/sbc/attainment.htm for the most accurate and up-to-date information and revise as needed.
4. **Air Quality, Section 2.2.5.4 Project-specific Impacts, Construction and Operational Impacts, Page 119:** Although quantitative thresholds of significance are not currently in place for short-term emissions, CEQA requires that short-term impacts, such as exhaust emissions from construction equipment and fugitive dust generation during grading, be discussed in the

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environmental document. In the interest of public disclosure, the APCD recommends that construction-related NO_x, ROC, PM₁₀ and PM_{2.5} emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified and included in the air quality impact discussion.

4-5
(cont.)

5. **Greenhouse Gases, Section 2.2.5.4 Project-specific Impacts, Page 128-129:** The first two paragraphs under this heading discuss the use the URBEMIS program to estimate emissions for this project and describes some of the drawbacks of the program. Please note that a new modeling tool to estimate criteria air pollutants and greenhouse gases is currently in use in California. The California Emissions Estimator Model (CalEEMod) program calculates emissions of all three major greenhouse gases (CO₂, CH₄, and N₂O) and totals emissions in terms of carbon dioxide equivalents (CO₂e). The CalEEMod program also calculates indirect greenhouse gases associated with the consumption of energy, water, and waste. Finally, CalEEMod has different defaults for the pass-by and diverted link trips, thereby reducing the risks of "double-counting" for many land uses. See www.caleemod.com for more details and to download the model.

4-6

6. **Greenhouse Gases, Section 2.2.5.4 Project-specific Impacts, Impact Significance, Page 130:** The first sentence under this heading compares the project-specific greenhouse gas emissions to the cumulative greenhouse emissions of the State of California. A number of state and regional agencies have been working to develop various approaches to determine whether an individual project's greenhouse gas (GHG) emissions are considered significant (i.e., cumulatively considerable) in the context of the California Environmental Quality Act (CEQA). To date, none of the approaches being considered include an analysis whereby a project's individual GHG emissions are compared, in relative terms, to the total amount of GHG emissions estimated for the entire State of California. APCD staff recommends deleting this type of comparison from the document.

4-7

Air Pollution Control District staff offers the following suggested conditions:

1. Standard dust mitigations (**Attachment A**) are recommended 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. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities*, became effective on July 21, 2010 and establishes new limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at www.sbcapcd.org/rules/download/rule345.pdf.
3. Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of ozone precursors and fine particulate emissions from diesel exhaust.
4. All portable diesel-fired construction engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

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5. Advisory: The applicant should determine whether any structure(s) proposed for demolition or renovation contains asbestos that is friable or has the potential to become friable during demolition or disposal. If any structure does contain friable asbestos, the asbestos should be removed by a contractor that is state certified for asbestos removal. For additional information regarding asbestos in construction, please refer to APCD's website at www.sbcapcd.org/biz/asbestos.htm.
6. If contaminated soils are found at the project site, the APCD must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required.
7. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

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4-14

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via email at cvw@sbcapcd.org.

Sincerely,



Carly Wilburton,
Air Quality Specialist
Technology and Environmental Assessment Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Project File
TEA Chron File



ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- If importation, exportation and stockpiling of fill material is involved, soil 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 shall be installed at all access points to prevent tracking of mud onto public roads.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- 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 offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

Plan Requirements: All requirements shall be shown on grading and building plans and as a note on a separate information sheet to be recorded with map. **Timing:** Requirements shall be shown on plans or maps prior to land use clearance or map recordation. Condition shall be adhered to throughout all grading and construction periods.

MONITORING: Lead Agency shall ensure measures are on project plans and maps to be recorded. Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is an updated list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

- 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.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- 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.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements: Measures shall be shown on grading and building plans. **Timing:** Measures shall be adhered to throughout grading, hauling and construction activities.

MONITORING: Lead Agency staff shall perform periodic site inspections to ensure compliance with approved plans. APCD inspectors shall respond to nuisance complaints.

Letter 4 Responses: Santa Barbara County Air Pollution Control District, September 15, 2011

- 4-1** The comment is not a comment on the EIR and further response is not needed.
- 4-2** Available grading quantities have been incorporated into Section 1.3.1.
- 4-3** Text in EIR Section 2.2.4.3 has been revised to reference the 2010 Clean Air Plan.
- 4-4** Table 2-11 has been revised to reflect the most accurate and current information retrieved from the Air District's web site (www.sbapcd.org/attainment.htm).
- 4-5** Construction-related project emissions are presented in the Air Quality Technical Study. For the commenter's convenience, a summary table from the technical study is included below.

Estimated Annual Construction Emissions

	2013 Totals (tons/year unmitigated)	2013 Totals (tons/year mitigated)	2014 Totals (tons/year unmitigated)	2014 Totals (tons/year mitigated)	2015 Totals (tons/year unmitigated)	2015 Totals (tons/year mitigated)
ROG	0.96	0.96	0.96	0.96	0.16	0.16
NO _x	7.53	7.53	6.34	6.34	1.08	1.08
CO	4.36	4.36	4.21	4.21	0.76	0.76
SO ₂	0.0	0.0	0.0	0.0	0.0	0.0
PM ₁₀ Dust	5.44	3.08	0.0	0.0	0.01	0.01
PM ₁₀ Exhaust	0.37	0.37	0.44	0.44	0.07	0.07
Total PM ₁₀	5.81	3.45	0.44	0.44	0.08	0.08
PM _{2.5} Dust	1.14	0.64	0.01	0.01	0.00	0.00
PM _{2.5} Exhaust	0.34	0.34	0.40	0.40	0.07	0.07
Total PM _{2.5}	1.48	0.99	0.41	0.41	0.07	0.07
CO ₂	855	855	734	734	135	135

- 4-6** Greenhouse gas emissions were calculated for the construction phase of the project. These emissions were based on Urbemis. The emissions did not include the greenhouse gas combustion emissions of methane (CH₄) and nitrous oxide (N₂O). However, the contribution of these pollutants relative to the total direct CO₂e is very small (approximately 1 percent).

The indirect emissions from the construction phase would be associated with asphalt/concrete production and water delivery for dust suppression. The former is not included in the CalEE model, but the latter can be quantified by the model. Using the model, the greenhouse gas emissions for energy for water delivered in the two years of construction is estimated at 14 metric tons. This is approximately 1 percent of the total CO₂.

The operational emissions of criteria air pollutants and greenhouse gases were not quantified in the air quality technical study because the project provides more direct

east-west transportation routes and is expected to result in a decrease in vehicle miles travelled. Therefore, the impact would be beneficial.

- 4-7** The comparison of greenhouse gas emissions from the construction phase of this infrastructure project to state inventory (Section 2.2.5.4) has been deleted and the text has been revised. At present, the inventory for Santa Barbara County or Goleta cannot be obtained. The interim proposed significance level of the Santa Barbara County Planning and Development Department and the Air Pollution Control District is 10,000 metric tons per year of CO₂e. The air quality technical study indicates that construction-phase emissions would be much lower than this threshold. Thus, the project would not have significant greenhouse gas impacts.
- 4-8** The comment is noted. EIR mitigation measure AQ-1 was derived from the Air District dust control plan attached to the comment. Mitigation measure AQ-1 has been edited slightly to more closely reflect Air District wording. The measure includes a provision that Goleta will submit the name and telephone number of an on-site contact person to the Air District prior to construction.
- 4-9** The comment identifies Rule 345 and notes that it became effective on July 21, 2010. The City of Goleta will comply with all applicable rules and regulations, including Rule 345. Text has been added to mitigation measure AQ-1 in Section 2.2.4.7.
- 4-10** Mitigation measure AQ-2, which is based on the measures presented in the commenter's Attachment B, incorporates all required measures. Goleta will ensure that construction contracts specify these requirements.
- 4-11** Goleta will comply with all applicable rules and regulations, including the state and local Portable Engine Registration Program.
- 4-12** Asbestos-related demolition was discussed in Section 2.2.3 Hazards and Hazardous Materials. Compliance and notification required by federal, state, and local regulations are cited in the section.
- 4-13** If contaminated soils are encountered during construction, the mitigations cited in Section 2.2.3 will be followed, including proper notifications and Air District rule compliance.
- 4-14** Comment noted. Physical and chemical properties of paving materials, including asphalt, are mandated by Air District regulations.

Rosemarie Gaglione, PE
Capital Improvement Program Manager
City of Goleta
805.961.7500

From: Brian Trautwein [<mailto:btraut@edcnet.org>]
Sent: Wednesday, September 28, 2011 1:51 PM
To: Rosemarie Gaglione
Subject: Comments on Draft EIR for Ekwil-Fowler Extension

Dear Rosemarie,

I am writing to comment on the Draft EIR for the Ekwil-Fowler Extension.

The extension may involve construction of a bridge or other crossing over Old San Jose Creek.

Old San Jose Creek is ESHA pursuant to the Coastal Act.

Old San Jose Creek may also include wetlands as defined by the Coastal Act.

The Coastal Act limits actions that can be undertaken in ESHA (Section 30240), streams (30236) and wetlands (30233) and generally requires avoidance of ESHA and roads crossing streams and wetlands.

The EIR must fully evaluate consistency with the Coastal Act with regards to the crossing of Old San Jose Creek.

If the project does not comply with the Coastal Act's provisions for ESHA, wetlands and streams, then it must be modified to comply to eliminate this inconsistency and feasibly mitigate potentially significant impacts.

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I do not believe I received a response to my 9-14-11 e-mail to you requesting more information about the project, however that request stands.

5-4

Thank you very much for your attention to these comments on the draft EIR.

Kind Regards,

Brian Trautwein

Environmental Analyst

4280 Calle Real #46

Santa Barbara, CA 93110

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Letter 5 Responses: Brian Trautwein, Environmental Analyst, Environmental Defense Center, September 28, 2011

- 5-1** This comment is consistent with information provided in Section 2.3.2, which indicates that Old San Jose Creek is an ESHA, and that the willow woodland vegetation characterizing this drainage constitutes a coastal wetland (based on the one-parameter definition).
- 5-2** A policy consistency analysis is included in Appendix F, where this creek crossing was fully evaluated as a component of the project.
- 5-3** As described in the policy consistency analysis presented in Appendix F, the project is consistent with applicable Coastal Act policies. Complete avoidance of coastal wetlands and ESHAs by this project is not feasible, owing to the need to establish circulation connections in an east-west direction (via the proposed Ekwil and Fowler Road extensions) and the presence of linear, north-south-trending streams (Old San Jose Creek) traversing the project area. However, the project has been designed to minimize the extent of intrusion into sensitive habitats, and the proposed design elements, such as soft-bottom culverts, would lessen adverse effects associated with the proposed drainage crossing. Where impacts to the creek would occur, compensatory mitigation is proposed at ratios of 3:1 and 2:1 for permanent and temporary impacts, respectively. The proposed mitigation would ensure that the City of Goleta's wetlands would increase in extent, as well as function, as a result of the project.
- 5-4** As described in response 3-1, the analysis provided contained the requested information. As this comment does not address the content or adequacy of the EIR, no further response is required.

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Matthew Rodriguez
Secretary for
Environmental Protection

California Regional Water Quality Control Board
Central Coast Region

895 Aerovista Place, Suite 101, San Luis Obispo, California 93401-7906
(805) 549-3147 • FAX (805) 543-0397
<http://www.waterboards.ca.gov/centralcoast>

6



Edmund G. Brown Jr.
Governor

October 3, 2011

Rosemarie Gaglione
rgaglione@cityofgoleta.org
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

BY ELECTRONIC MAIL

Dear Ms. Gaglione:

**DRAFT ENVIRONMENTAL IMPACT REPORT, EKWILL STREET AND FOWLER ROAD
EXTENSIONS PROJECT, CITY OF GOLETA, SANTA BARBARA COUNTY, FILE NO.
430811CQ3**

Thank you for the opportunity to comment on the Draft Environmental Impact Report (Draft EIR) for the above-referenced project (Project). Central Coast Regional Water Quality Control Board (Water Board) staff understands that this project involves constructing the Ekwil Street and Fowler Road Extensions, including improvements to Hollister Avenue, South Street, Fairview Avenue, Pine Avenue, and Kellogg Avenue. The project includes construction of roadways, including sidewalks, bikepaths, and appurtenant utilities; two open-bottom culvert crossings over Old San Jose Creek; a new pedestrian footbridge over Old San Jose Creek adjacent to Hollister Avenue; a 230-foot culvert extension adjacent to Pine Street; and associated landscaping.

6-1

The Water Board is a responsible agency charged with the protection of the Waters of the State of California in the Central Coast Region. Waters of the State include surface waters, groundwater, and wetlands. The Water Board is responsible for administering regulations established by the Federal Clean Water Act and the California Water Code (Porter-Cologne Water Quality Control Act). The Water Board also administers regulations, plans, and policies established by the Central Coast Region Water Quality Control Plan and the State Water Resources Control Board to protect watersheds, their resources, and their beneficial uses. These regulations cover discharges to surface water and groundwater, discharges to land that may affect groundwater quality, and impacts to riparian habitat that could affect beneficial uses, and may apply to this project.

To facilitate comprehensive environmental evaluation of this project, we offer the following comments for your review.

Impacts

1. Table 2-17 summarizes impacts to jurisdictional waters in three categories: coastal wetlands, California Department of Fish and Game (CDFG) jurisdictional streambeds, and non-wetland waters of the U.S. However, there is overlap between these categories,

6-2

California Environmental Protection Agency



making it difficult to determine total project impacts or evaluate the adequacy of mitigation measures. In addition, the jurisdiction of the Water Board's regulations, plans, and policies includes all three categories of waters. Please revise Table 2-17 to clarify the overlapping categories, or add a category specifically identifying impacts to waters, habitat, and beneficial uses regulated by the Water Board.

6-2
(cont.)

2. The impact acreages described in Section 2.3.1.4.b are not consistent with the acreages listed in Table 2-17. Please revise the EIR to clarify the precise extent of impact caused by the Project.

6-3

3. Section 2.2.1.4.e states compliance with the General Construction Permit will ensure that Project impacts are less than significant. However, the General Construction Permit primarily addresses potential water quality impacts from construction activities. As the Draft EIR acknowledges in Section 2.2.1.4.f, water quality impacts from the Project include post-construction impacts. These post-construction impacts include alteration to runoff conditions (e.g., increased frequency, rate, and volume of runoff) and discharge of pollutants such as heavy metals, automotive fluids, residue from exhaust emissions, and trash. Please revise the EIR to identify the extent of these potential impacts and identify how the Project will ensure that they are adequately mitigated, since they will not be fully mitigated through implementation of General Construction Permit.

6-4

Cumulative Impacts

4. Under the California Environmental Quality Act (CEQA), the City of Goleta (City) is required to evaluate not just the incremental impact of their individual projects, but also the cumulative impacts of past and future projects taken together. Under the incremental approach, each project's contribution to environmental impacts is evaluated separately, with the result that each project's contribution can appear insignificant while cumulative impacts are significant and remain unquantified and unmitigated. The Draft EIR does not appear to adequately evaluate and mitigate for cumulative impacts.

6-5

5. According to the Draft EIR, the Project will add 4.8 acres of impervious surfaces. In addition, the Project will also allow increased development within Goleta's Old Town area, which will further increase impervious area. Increasing impervious surface increases the frequency, rate, and volume of runoff, as well as the discharge of urban pollutants. Research has shown a clear link between relatively small increases in impervious surface and stream degradation. However, Section 2.2.1.4.c states that the increase in peak runoff resulting from increased impervious surfaces will not be substantial due to the limited extent of the impervious surfaces proposed. This is an example of evaluating only the incremental impact of an individual project instead of the cumulative impacts of past, present, and future projects as required by CEQA. Please revise the EIR to include an analysis of cumulative impacts to water quality, hydrology, and habitat resulting increased impervious areas associated with, at a minimum, this Project and build-out projections for the Old Town area. Include mitigation, such as onsite stormwater retention, to reduce the impacts that can result from relatively small increases in impervious surfaces to less than significant levels.

6-6

6. Section 2.2.1.4.c states that "Project-related increases in stormwater runoff would be minimal, and would not exceed the capacity of existing or planned stormwater conveyance infrastructure (especially considering the San Jose Creek Capacity Improvement Project). Impacts would therefore be less than significant." This statement suggests that

6-7

development is occurring in Goleta in a back-and-forth process, in which development occurs which exceeds the capacity of existing stream channels to convey its runoff, then stream channels are modified to increase their capacity, followed by further development to take advantage of the increased capacity, and so on. In such a process, the cumulative impact to hydrology, water quality, and habitat from increasing impervious surfaces and modifying stream channels may appear insignificant when viewed incrementally, but cumulatively can result in "substantial degradation to water quality" (CEQA threshold of significance VIII.f). However, the Draft EIR does not evaluate these cumulative impacts. Please revise the EIR to include a full assessment of cumulative impacts to water quality, hydrology, and habitat resulting from all past and future projects in the Old Town Area.

6-7
(cont.)

7. Section 2.3.1.4.d states that the riparian habitat impacted by the Project "is only marginal and the function of Old San Jose Creek as a wildlife corridor is limited because it is no longer connected to the upper watershed and does not receive enough water from runoff to support aquatic species. ... Considering the marginal nature of the existing habitat, impacts to wildlife movement would be insignificant." This statement indicates that the current quality and connectedness of riparian habitat in the project area is the result of past anthropogenic activities. In the past, flows from upstream were diverted from Old San Jose Creek to the constructed San Jose Creek channel, which is maintained by Santa Barbara County Flood Control District as a flood control channel. As a result, habitat was lost and not adequately replaced. However, the Draft EIR evaluates only the incremental impacts of the Project. Please revise the EIR to include an analysis of cumulative losses to riparian habitat. In addition, Water Board staff recommends that temporary and permanent impacts to riparian habitat resulting from the Project be mitigated to restore original pre-development conditions, not merely conditions currently in existence.

6-8

Mitigation

8. Mitigation Measure NA-1 provides mitigation ratios and acreage for permanent and temporary impacts to riparian vegetation. However, the Draft EIR is unclear whether this mitigation involves creation of new habitat or enhancement/restoration of existing habitat. This information should be included in the EIR to allow resource agencies to determine whether lost habitat values and functions have been adequately mitigated. In addition, the Water Board requires that permanent impacts be mitigated through in-kind creation of new habitat, preferably onsite, in order to ensure no net loss of waters of the State. Please revise the EIR to include these changes.
9. Mitigation Measure HYDRO/WQ-3 states that post-construction stormwater management will include infiltration devices, biofiltration strips and wet basins, biofiltration swales, vault sand filters, detention devices, and multi-chambered treatment trains. However, the Draft EIR is unclear about the water quality and runoff volume treatment objectives of these measures. Please revise the EIR to clarify the water quality and runoff volume treatment objectives of post-construction stormwater management measures. Identify the volume and/or rate of runoff these stormwater management measures will be designed to treat (such as treatment of the volume of runoff generated by the 24-hour 85th percentile storm event).
10. The City is enrolled under the National Pollutant Discharge Elimination System General Permit for the Discharge of Storm Water from Small Municipal Separate Storm Sewer Systems, Order No. 2003-0005-DWQ (Municipal Stormwater General Permit), which

6-9

6-10

6-11

requires the City to implement a Stormwater Management Program. The Water Board has required the City to develop hydromodification control criteria for all new and redevelopment projects that meet applicability thresholds. The City is participating in the regional Joint Effort to develop these hydromodification control criteria and applicability thresholds. Development related to this Project meeting the City's future applicability thresholds must adhere to the future hydromodification control criteria. The application of the new criteria to the Project should be clearly stated in the EIR.

6-11
(cont.)

- 11. The street cross-sections included in the Draft EIR do not incorporate Low Impact Development (LID) design principles. LID is an alternative land planning and design strategy which minimizes water quality impacts from development by preserving or imitating the natural hydrologic function of the landscape as much as possible. To reduce the potential impacts to Old San Jose Creek and other receiving waters from street runoff, the Project should implement LID design principles to manage runoff flow and volume and to reduce pollutants in stormwater discharges. This change should be incorporated during the environmental review phase to ensure that street cross-sections are developed which can incorporate LID measures. For instance, planting areas along streets can be made lower in elevation than paved surfaces in order to receive and treat runoff from the paved surfaces. If such measures are not incorporated during the planning stage, project concepts (such as street cross-sections) can progress to a stage LID measures are increasingly difficult to implement. Please revise the EIR to incorporate LID principles and measures in the proposed street cross-sections. The Water Board has created the Central Coast Low Impact Development Initiative (LIDI) to provide municipalities with technical assistance in implementing LID. LIDI has been working with other municipalities with similar projects, such as the Cities of Paso Robles and Atascadero, to implement LID measures. We recommend you contact Dr. Darla Inglis at LIDI (dinqlis@ucde.ucdavis.edu) to receive assistance incorporating LID approaches into the Project.

6-12

Thank you again for the opportunity to review the Draft EIR for this project. We look forward to seeing and commenting on the EIR, and request that we be contacted when the document is available. Please direct questions or comments pertaining to this comment letter to **Jon Rohrbough** at (805) 549-3458 or at jrohrbough@waterboards.ca.gov, or Phil Hammer at (805) 594-6181. Please refer to the above file number in all future correspondence related to this project.

6-13

Sincerely,



for

Roger W. Briggs
Executive Officer

S:\Shared\CEQA\Comment Letters\Santa Barbara County\Ekwill Street and Fowler Road Extensions_420911CQ2_final.doc

cc:

Steve Wagner
swagner@cityofgoleta.org
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Letter 6 Responses: Phil Hammer for Rodger W. Briggs, Central Coast Regional Water Quality Control Board (RWQCB), October 3, 2011

- 6-1** The comment is noted. As the comment does not address the content or adequacy of the EIR, no response is required.
- 6-2** Table 2-17 has been revised to reflect the jurisdictional acreages for each agency. Further, a column presenting the acreage of waters of the state subject to the permitting authority of the Central Coast Regional Water Quality Control Board has been added.
- 6-3** Table 2-17 and Section 2.1.3.4(b) are not intended to present the same information, as the numbers in the text of Section 2.3.4.1(b) describe the project's impacts on southern willow riparian woodland (a vegetation classification), whereas the data in Table 2-17 relate to impacts to jurisdictional waters and wetlands. Because the extent of jurisdictional wetlands is not limited to the willow woodland areas, the numbers are not identical. However, Table 2-17 has been revised to improve clarity.
- 6-4** The EIR notes there will be post-construction impacts including the alteration to runoff conditions and discharge of pollutants such as heavy metals, automotive fluids, residues from exhaust emissions, and trash.
- Post-construction impacts are discussed in Section 2.2.1.4 under the heading *Other Impacts to Water Quality*. Post-construction impacts would be mitigated by mitigation measure HYDRO/WQ-3 (see Section 2.2.1.7).
- 6-5** This comment did not provide any additional details related to the adequacy of the EIR to support its conclusion. The EIR analyzes cumulative impacts in Section 2.4. No cumulative impacts were identified that would require mitigation.
- 6-6** The project would add 4.8 acres of impervious surfaces. Section 2.2.1.4 addresses only project-specific impacts. Cumulative impacts are addressed in Section 2.4.
- Section 2.4 addresses cumulative impacts of past, present, and reasonably foreseeable projects as required by CEQA. Section 2.4.3.3 analyzes cumulative impacts to water quality and storm water runoff while Sections 2.4.3.4 and 2.4.3.5 analyze cumulative impacts to habitat. It should be noted that build-out of Old Town is not contingent on the project (see Chapter 3) and the project's contribution to cumulative impacts is not considered cumulatively considerable. Mitigation measures are not required.
- 6-7** Project-related storm water runoff would not exceed the capacity of existing or planned storm water conveyance infrastructure, especially in light of an upcoming project that will, among other things, increase the capacity of San Jose Creek.
- Cumulative impacts from past, present, and reasonably foreseeable projects are addressed in EIR Section 2.4. Section 2.4.3.3 specifically discusses cumulative impacts from increases in impervious surfaces. See response 6-6.

Further, the project has been in multiple capital improvement plans (CIP), from the County of Santa Barbara starting in 1997 to the current CIP for the City of Goleta. Similarly, the San Jose Creek Capacity Improvement Project has been in the planning stages for approximately eight years, and these two projects have always been planned to provide improved access and circulation to Old Town Goleta and improved flood protection in this same area. Their completion fulfills public facilities plans developed in recognition of general plan build-out.

- 6-8** As described in Section 2.3.2 of the EIR, proposed mitigation measures would ensure that any riparian areas impacted would be replaced at a ratio of 2:1 (temporary impacts) or 3:1 (permanent impacts). With implementation of the proposed measures, the project would result in a net increase in riparian vegetation acreage and function. Thus, the analysis presented in Section 2.3.2 demonstrates that the project would not contribute considerably to a significant cumulative loss of riparian habitat.

Although the project's impacts have been evaluated using existing conditions at the time of the issuance of the Notice of Preparation as a baseline as required by CEQA, the proposed mitigation would improve conditions beyond existing levels. For example, the required mitigation ratios would ensure a net gain of wetlands/riparian acreage, a step towards offsetting historic losses of these resources. Further, the proposed mitigation plans would ensure that the mitigation provided is of high quality, despite the fact that the riparian habitats to be impacted exhibit varying degrees of degradation and human disturbance.

- 6-9** As allowed by the City of Goleta's General Plan/Coastal Land Use Plan (Policy 3.6), mitigation for the project's impacts to wetlands may be accomplished through either wetland creation or restoration efforts. The text of mitigation measure NA-1 has been revised to clarify the proposed mitigation approach, and to specify that the mitigation must achieve no net loss of jurisdictional wetlands or waters.

- 6-10** The volume and/or rate of runoff of the project and specific design requirements will be addressed during final design. Mitigation measure HYDRO/WQ-3 requires Best Management Practices with the following objectives related to water quality and storm water runoff:

- Post-construction runoff controls will comply with the City of Goleta Storm Water Management Plan (dated September 2009) which requires that new and redevelopment projects reduce the generation of non-point source pollution through the incorporation of Low Impact Development (LID) design strategies in the planning phase, before they are built.
- The project will also comply with the State NPDES General Permit for Storm Water Discharges from Small MS4s (Order No. 2003-0005-DWQ), including Attachment 4 which contains the following design standards for structural and treatment control Best Management Practices:

Design Standards for Structural or Treatment Control Best Management Practices

The Permittees shall require that post-construction treatment control Best Management Practices incorporate, at a minimum, either a volumetric or flow based treatment control design standard, or both, as identified below to mitigate (infiltrate, filter or treat) storm water runoff:

1) Volumetric Treatment Control Best Management Practices

- a) The 85th percentile 24-hour runoff event determined as the maximized capture storm water volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or*
- b) The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook – Industrial/ Commercial, (2003); or*
- c) The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for “treatment” that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.*

2) Flow Based Treatment Control Best Management Practices

- a) The flow of runoff produced from a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the area; or*
 - b) The flow of runoff produced from a rain event that will result in treatment*
- Any needed energy dissipation devices will be incorporated into the Best Management Practices designs.

The Plan Requirements and Timing portion of mitigation measure HYDRO/WQ-3 identifies a key objective of project design with regard to water quality and storm water runoff: demonstrate that the quantity of storm water runoff generated within the project area can be accommodated within the capacity of the existing storm drain system.

- 6-11** The City of Goleta notes that the project design will adhere to hydromodification criteria and applicability thresholds that are approved at the time that it proceeds with final design of the project or the Fowler Road Extension Alternative.
- 6-12** While Goleta appreciates the Regional Water Quality Control Board’s input on Low Impact Development (LID) design principles, the comment does not address the content or adequacy of the EIR. However, the comment is noted and will be included in the administrative record, and will be considered by decision makers prior to taking action on the project or the Fowler Road Extension Alternative.
- 6-13** The comment contains the commenter’s closing remarks, and does not address the content or adequacy of the EIR. No response is required.

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County Of Santa Barbara

Chandra L. Wallar
County Executive Officer



105 East Anapamu Street, Suite 406
Santa Barbara, California 93101
805-568-3400 • Fax 805-568-3414
www.countyofsb.org

Executive Office

October 7, 2011

City of Goleta
Community Services Department
Attn: Rosemarie Gaglione
130 Cremona Drive, Suite B
Goleta, CA 93117

Fax: 805-685-2635

Re: Draft Environmental Impact Report/Environmental Assessment Ekwil Street and Fowler Road Extension Project

Dear Ms. Gaglione:

Thank you for the opportunity to comment on the Draft Environmental Impact Report/Environmental Assessment for the Ekwil Street and Fowler Road Extension Project. At this time, the County submits comments from the Public Works Department, Flood Control & Water Conservation District for your consideration.

The County looks forward to continued dialogue with the City on future projects. If you should have further questions, please do not hesitate to contact my office directly, or Glenn Russell, Director, Planning and Development Department, at (805) 568-2085.

Sincerely,

Chandra L. Wallar
County Executive Officer

Cc: Nick Bruckbauer, Development Review Engineer, Public Works Department


Enclosures: Public Works Department letter, October 6, 2011

Terri Maus-Nisich
Assistant County Executive Officer
tmaus@countyofsb.org

Jason Stilwell
Assistant County Executive Officer
jstil@countyofsb.org

Dennis Bozanich
Assistant to the County Executive Officer
dbozanich@co.santa-barbara.ca.us



Santa Barbara County Public Works Department
Flood Control  Water Agency

October 6, 2011

City of Goleta
Community Services Department
Att: Rosemarie Gaglione
130 Cremona Drive, Suite B
Goleta, CA 93117

**RE: Updated Notice of Preparation of the Draft
Environmental Impact Report/Environmental Assessment
Ekwill Street and Fowler Road Extension Project**


Dear Ms. Gaglione:

Thank you for the opportunity to review the subject document.

Construction which is proposed to occur in Santa Barbara County Flood Control District owned property may require right of entry permits. The Flood Control District shall review project drawings to insure that the proposed construction will not have adverse effects on the existing creek or the ability to perform planned future creek improvements and routine maintenance operations.

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By: 

Nick Bruckbauer, P.E., CFM
Development Review Engineer

7-2

RAR_CityofGoleta_EIR_EkwillFowler

Letter 7 Responses: Chandra L. Waller, County Executive Office, County of Santa Barbara, October 7, 2011 (with attached letter from Santa Barbara County Public Works Department Flood Control Water Agency)

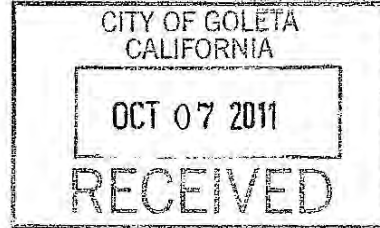
- 7-1 This general comment is noted, and no additional response is required.
- 7-2 The comment is noted. Goleta will coordinate with the Flood Control District and obtain a right of entry permit if required. The Flood Control District letter does not comment on any specific portion of the EIR and no further response is required.

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National Auto Body & Paint

October 6, 2011

Community Services
130 Cremona Drive
Ste. B
Goleta, CA 93117
Attn: Laura Bradley
Re: Fowler Road Extensions Project Draft EIR



Dear Ms. Bradley:

I am the owner of National Auto Body, which has been located on South Kellogg Avenue for over twenty years. It has been brought to my attention that due to the proposed extension of the street (called Fowler in Draft EIR), we will no longer be provided with on-street parking (page 7 and street sections on figure A-11). We have come to depend on this on-street parking for customers and deliveries. We would like the on-street parking to remain, as the proposed change will negatively impact our business.

The parking is being removed to make way for two bike lanes on either side of the street. As this is a commercial/industrial zone, the bike lanes would pose a significant safety risk not addressed in the Draft EIR. There are many delivery trucks that park and back up on the street. In addition, we repair many large trucks that enter and leave at our entrance on South Kellogg.

Furthermore, we receive many deliveries by freight that arrive by a semi truck and require a forklift for unloading. The addition of a bike lane would mean that deliveries would now have to occur while either traffic is blocked or the bike lane is blocked. Due to the high amount of commercial traffic, a bike lane in this area would seem to be inappropriate in this area and the bike lanes proposed for the extension of Ekwil should prove sufficient enough.

Finally, page 7 of the Draft EIR states that South Kellogg Avenue will be renamed Fowler Road. This would also negatively affect our business by changing our address. This would result in increased expenses for printing costs for changing stationary, invoices, phone book ads and business cards. In addition, it will cause confusion with our customers and deliveries.

Thank you for your consideration,

Joe Antonucci

Owner

"We meet by accident"

8-1

8-2

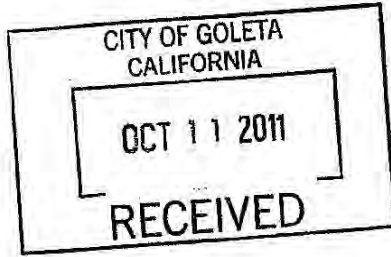
8-3

**Letter 8 Responses: Joe Antonucci, Owner, National Auto Body & Paint,
October 7, 2011**

- 8-1** The comment is noted and does not provide any specific comments related to the adequacy of the analysis in the EIR. However, during the final design review Goleta will consider retaining parking on one side of the street.
- 8-2** Potential safety risks on City streets can be minimized or avoided through compliance with the California vehicle code. Compliance with the Municipal Code and the California Vehicle Code is currently required and would continue to be required with the project. The City of Goleta's General Plan/Coastal Land Use Plan provides for increased public access for pedestrians and cyclists.
- 8-3** The comment is noted. The renaming of South Kellogg Avenue to Fowler Road is not an environmental issue requiring evaluation in the EIR. Street renaming would not occur for approximately 3 years. The City is available to discuss timing and related issues to the renaming of South Kellogg Avenue to Fowler Road prior to that occurrence.

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October 5, 2011
Community Services
Attn: Laura Bridley
130 Cremona Drive
Suite B
Goleta, CA 93117



Dear Ms. Bridley,

First I would like to introduce myself. My name is Matt Thomas and I am a local Goleta business owner. My towing company has been in business for 18 years and located at 903 S. Kellogg Ave. for 13 years. I am writing you regarding the Ekwill Street and Fowler Road Extensions Project Draft EIR. This draft has brought a few concerns for my business and I would like to bring it to your attention and consideration.

The draft EIR mentioned the renaming of South Kellogg to Fowler Road. This will directly impact my business and surrounding ones as well. If this change were to happen it would be costly to me due to all my advertisement i.e. business cards, websites, promotional items and apparel, invoices, logo lettering on all fleet, phone book ads and I am sure I could mention a few more. As I am sure you are aware advertisement usually comes with signing a contract and a layout fee. Overall this would cost me a substantial amount of money due to something that is out of my control and economically the timing of this would be a huge burden to me.

I am also concerned with the fact of taking away street parking and making 8 foot wide bike lanes. My business provides storage for law enforcement impounds and vehicles in which are being investigated or adjusted by insurance. Customers parking on my lot is not an option. I rely on street parking for customers and employees. I also feel this would be a huge safety factor for not only my tow trucks, but the many delivery trucks that come down this street.

I am requesting that you reconsider these changes and the hardships they would cause to local businesses in this industrial area. Thank you for your help and time with this matter.

Sincerely,

Matthew Thomas
President/Owner
Thomas Towing Inc.

9-1

9-2

9-3

Letter 9 Responses: Matthew Thomas, President/Owner, Thomas Towing Inc., October 11, 2011

9-1 See response 8-3.

9-2 See response 8-2.

9-3 This comment is noted. Please see responses to comments 9-1 and 9-2.

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Chair
James Childress

Vice-Chair
Robert Bernstein

Secretary
William Master

Treasurer
Virginia Turner

At Large
Selma Rubin

At Large
Eric Schwartz

At Large
Stephen Dougherty

At Large
Jim Balter

PO Box 31241,
Santa Barbara
93130-1241
10/12/11

Laura M. Bridley, AICP, Contract Planner
Rosemarie Gaglione, PE, Capital Improvement Program Manager
City of Goleta
130 Cremona Dr. Suite B,
Goleta, CA 93117

Gentlepersons:

This letter is a comment by the Santa Barbara Group of the Sierra Club on the Ekwil Street and Fowler Road Extensions Project Draft EIR. We are very concerned that pedestrian and bicyclist safety and comfort be protected in these and any future roundabouts in Goleta.

Ekwil Street and Fowler Road Extensions Project Draft EIR

The City of Goleta plans to extend Ekwil Street and Fowler Road in Old Town Goleta. But they also plan to add four roundabouts in Old Town Goleta. Two are planned for Hollister Avenue on either side of Highway 217.

There is much discussion in the Draft EIR of how roundabouts will facilitate movement of private motor vehicles. However, the Sierra Club recognizes and encourages walking and biking as the most environmentally friendly forms of transportation. To promote biking and walking in our community, the safety and comfort of pedestrians and bicyclists must be protected.

Hollister Avenue is the only passage across Highway 217 for bicyclists and pedestrians in Old Town Goleta and it is vitally important that this safe passage be maintained.

Proposed Protections for Pedestrians and Cyclists

The Draft EIR makes a number of references to provisions for protecting pedestrians and cyclists. Most notable is a recommendation to provide a way for pedestrians and cyclists to avoid having to pass through the roundabout. On page 31:

Features of the Hollister Avenue improvements include the following:

- 10-foot-wide sidewalks on both sides with shared pedestrian and bicycling uses
- Bicyclist use of the roadways or sidewalks through the roundabouts

We would like to emphasize that this shared use path is essential for the safety and comfort of pedestrians and cyclists. We support this and would like an assurance that every roundabout in Goleta will have this path, and that it will be clearly marked for use by both pedestrians and cyclists.

Milpas and Coast Village Road Roundabouts as Flawed Examples

The Milpas Roundabout offers no such bypass for cyclists. While some cyclists prefer to ride among the cars through the Milpas Roundabout, others find it intimidating. We would not like to see this situation duplicated anywhere in Goleta.

The new Coast Village Road roundabout has a sidewalk that allows pedestrians to go around the roundabout. However, there is no marked provision for bicyclists other than actually entering into the roundabout in an auto lane. At some points in the roundabout there is only a single lane which is not wide enough to accommodate both bikes and autos at the same time. This is not an acceptable solution in Goleta where we would like a safe and clearly marked way for bicyclists to avoid entering the roundabouts.

10-2

Other Proposed Roundabouts in Goleta

Right now there is at least one other roundabout proposed for Goleta. It would be at the intersection of Los Cameros Road and Calle Real. We would ask that this roundabout also have a way for pedestrians and cyclists to avoid the roundabout on a wide multi-use path with clear signage for this use.

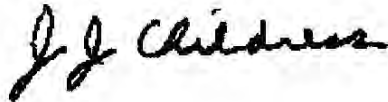
10-3

Bicyclists Allowed to Use Roadway as Well as Shared Pedestrian/Bicycle Path

Some cyclists will want to ride through the roundabouts on the roadway with motor vehicles and we also would like to affirm that this shall be allowed.

10-4

Sincerely,



Jim Childress
Chair, Sierra Club Santa Barbara Group,

**Letter 10 Responses: Jim Childress, Chair, Sierra Club Santa Barbara Group,
October 12, 2011**

- 10-1** The guidelines for roundabouts are published by the Federal Highway Administration. All the roundabouts proposed in the project will include a shared pedestrian and bicyclist path around the roundabouts. Access ramps to and from this path to the roadways will also be provided for ease of access by bicyclists. Signage will be added to explain the multi-use nature the paths.
- 10-2** Bike lanes are never striped within roundabouts so as not to create a false sense of security for bicyclists. Roundabouts involve fluid maneuvering as vehicles enter and leave. If a bicyclist chooses to maneuver through a roundabout the rider must be confident and travel at speeds equal to or greater than vehicles in the roundabout. Design guidance from the Federal Highway Administration dictates that if a cyclist chooses to enter the roundabout with the free flow of traffic, it is safer and desirable for the cyclist to occupy a lane and follow lane discipline as a car would. Following lane discipline reduces conflict points and the likelihood of vehicles colliding with a cyclist. As described in response 10-1, if bicyclists do not wish to maneuver through the roundabouts, signage will direct them to the pedestrian and bicyclist path around the roundabout.
- 10-3** This comment addresses the intersection of Los Carneros Road and Calle Real, which is not part of the project or the Fowler Road Extension Alternative. Therefore, no response is required.
- 10-4** The comment is noted. Bicyclists who wish to maneuver the roundabout will always be allowed.

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City of Santa Barbara
Community Development Department

October 13, 2011

Director's Office
Tel: 805.564.5502
Fax: 805.564.5506

Laura M. Bridely, AICP, Contract Planner
City of Goleta
130 Cremona Dr. Suite B
Goleta, CA 93117
lbridely@cityofgoleta.org

Building & Safety
Tel: 805.564.5485
Fax: 805.564.5476

Subject: Ekwill Street and Fowler Road Extensions Project Draft EIR Comments (SCH#2004061072)

Housing & Redevelopment
Tel: 805.564.5461
Fax: 805.564.5477

Dear Mrs. Bridely:

Thank you for this opportunity for the City of Santa Barbara to submit comments on the Draft Environmental Impact Report for the Ekwill Street and Fowler Road Extensions Project. The City of Santa Barbara is a Responsible Agency under CEQA because the City would be required to issue a Coastal Development Permit for portions of the project located in the City of Santa Barbara.

11-1

Planning
Tel: 805.564.5470
Fax: 805.897.1904

Please ensure that roundabout and associated roadway design at the intersection of Fairview Avenue and Fowler Road does not preclude safe access to the City of Santa Barbara Airport property that currently houses the Airport Locator at the northeast corner of this intersection.

11-2

Rental Housing Mediation Task Force
Tel: 805.564.5420
Fax: 805.564.5477

Application for a Coastal Development Permit within the City of Santa Barbara will require submittal of a complete Master Application that complies with the City Development Application Review Team (DART) requirements. Since much of this project falls within public right-of-way and involves infrastructure improvements the City of Santa Barbara Public Works Department will have a large role reviewing and approving the construction drawings the Fowler-Ekwill Roundabout. Along with the DART application form, drawings, photographs, and correspondence there will be fees associated with the review. Based on the estimated project construction costs provide by Gerald Comati in September of 2010, the City of Santa Barbara Public Works Department (Mark Wilde, Supervising Engineer, (805) 564-5552) has estimated the cost of City Engineer plans review and inspection to be approximately \$190,000. The estimated costs for the City of Santa Barbara Public Works Real Property staff to provide the necessary documents and Council actions to create the new City rights-of-ways and change to City owned-land is \$30,000.

11-3

630 Garden Street
PO Box 1990
Santa Barbara, CA
93102-1990

Please contact Michael Berman at MBerman@santabarbaraca.gov or 805 896 2885 Extension 4558 if you have any questions.

Sincerely,

Michael Berman, Project Planner/Environmental Analyst

**Letter 11 Responses: Michael Berman, Project Planner/Environmental Analyst,
City of Santa Barbara, October 13, 2011**

- 11-1** The City of Santa Barbara is identified as a responsible agency under CEQA because it would be required to issue a coastal development permit for portions of the project located in the City of Santa Barbara. This information is provided in Section 1.1 of the EIR.
- 11-2** The project will not block access to the Airport Locator, which is accessed from Fairview Avenue north of the roundabout (see the “Localizer” mapped on Figure 1-6a-b in the EIR). Goleta will apply to receive a coastal development permit from Santa Barbara, a process that will allow access or other design issues to be addressed adequately. No specific comments related to the content of the EIR were provided; therefore, no additional analysis or further response is required.
- 11-3** Comments are noted. The City of Goleta will get permits as required for land under jurisdiction of the City of Santa Barbara. No specific comments related to the content of the EIR were provided; therefore, no additional analysis or further response is required.

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LAW OFFICES
REETZ, FOX & BARTLETT LLP
 116 EAST SOLA STREET
 SANTA BARBARA, CALIFORNIA 93101
 TELEPHONE: (805) 965-0523 • FAX: (805) 564-8675
 E-MAIL: admin@reetzfox.com

October 13, 2011

Via Email and U.S. Mail

Laura M. Bridley, AICP
 City of Goleta
 130 Cremona Drive, Suite B
 Goleta, CA 93117

COMMENTS TO DRAFT ENVIRONMENTAL IMPACT REPORT PREPARED FOR
 THE CITY OF GOLETA, EKWILL AND FOWLER ROAD EXTENSIONS PROJECT,
 SCH NO. 2004061072, AUGUST 2011.

Dear Ms. Bridley:

My office represents the interest of Kellogg Avenue LLC a property owner along the proposed Fowler Road (Kellogg Avenue) extension. Kellogg Avenue LLC as an affected property owner of 903, 905 and 909 South Kellogg Avenue in Goleta, APN 071-190-34, is a major stakeholder in this process.

1. Kellogg Avenue LLC, was not consulted in 2003 or 2004, did not support the purposed realignment of the Fowler Road extension in 2004, and does not support the purposed alignment now. Accordingly, please correct page two of the DEIR last paragraph to identify that the most impacted property owner/stakeholder did not consent to the realignment which you indicate was identified in 2004. Page 16 discussion conflicts with page 2 on these issues.
2. Kellogg Avenue LLC did not receive the required notice of commencement of this environmental process. We request additional time so that we can fully assemble our *comments to the DEIR*. At a minimum, the comment period should be extended for the additional number of days between when the DEIR was released to others and Kellogg Avenue LLC became aware of its existence.
3. Pages 14 and 15 purport to consider and dismiss various project alternatives, however, this discussion of alternatives is inadequate. One of an EIR's major functions is to ensure that public agencies thoroughly assess all reasonable alternatives to purposed projects.

12-1

12-2

12-3

12-4

Laura M. Bridley, AICP
 October 13, 2011
 Page 2

The alternatives section is the core of an EIR. In the rare case where an EIR concludes that no feasible alternative to a proposed project exists, the EIR must also discuss the rejected alternatives and reasons for their rejection *in sufficient detail to enable meaningful public review*. This discussion must be specific enough to permit informed decision making and public participation, especially when the lead agency is also the project proponent or closely related to the proponent. The EIR must include details sufficient to enable those who did not participate in its preparation to understand and consider meaningfully issues raised by the proposed project. The City's responsibility, in the first instance, is to provide an adequate alternatives analysis not contingent on the public showing that the other alternatives exist. Here, a meaningful discussion of project alternatives is wholly lacking.

12-4
 (cont.)

4. There is no discussion as to why the proposed project intends to realign Fowler Road off of its existing mapped alignment and the *City's previously acquired right of way*. The northern boundary of the property owned by Kellogg Avenue LLC and a 17 foot strip along that boundary was dedicated to local government years ago for purposes of completing the extension of Fowler Road (then referred to as Kellogg Avenue). In addition, the reconstruction of the existing Fowler Road Bridge over San Pedro Creek immediately west of the proposed project was designed and constructed in its current alignment to accommodate the extension of Fowler Road (then Kellogg Avenue) along the City owned right of way across the northern most portion of the Kellogg Avenue LLC property and the southern portion of the adjoining property owners' parcel. This original alignment of the extension, and the considerable government expense and effort put in to acquiring and achieving a successful road plan, must be considered as an alternative to the proposed project.

12-5

5. It appears that constructing the Fowler Road Extension anywhere across the Kellogg Avenue LLC parcels other than its original alignment within the City's right of way along the property's northern boundary would be infeasible because it would require the condemnation of the Kellogg Avenue LLC parcel and an attendant multi million dollar expense to merely replace what the City already owns.

12-6

6. There are additional alternatives north of the proposed Fowler Road (Kellogg Avenue) alignment that should also be considered. Attached Exhibits 1 through 6 identify a total of 6 alignment alternatives including the project proposed alignment as Alternative 1 and the alignment along the City's existing rights of way as Alternative 3. Alternative 2 through 6 form a ladder of feasible alternatives. Each of these appears to have similar biological resource impacts. All must cross Old San Jose Creek.

12-7

7. Reduction in road width and right of way width for the Fowler Road extension should also be considered as an alternative.

12-8

8. The project has consolidated what are essentially three projects; the proposed Fowler

12-9

Laura M. Bridley, AICP
 October 13, 2011
 Page 3

Road Extension, the proposed Ekwill Street Extension, and the proposed Hollister Avenue Improvements, into one overly generalized review. Specific impacts caused by each of these three major components of the project must be detailed for meaningful review to occur. Alternatives to each of these three major components of this project should be listed and considered separately. This error is repeated throughout the discussion of the project and its impacts. It is impossible to accurately and meaningfully consider and understand what impacts will actually occur at which particular site.

12-9
 (cont.)

9. Inappropriate bunching of the three projects together without separate discussion of the impacts of each of the components is particularly obvious in the biological environment section on page 144 and following. Separate analysis of each of the three major components of the project is required. Alternatives must also be included.

12-10

10. It is apparent from the mapping and figures produced as a base document for the graphics in the DEIR related to the Fowler Road extension component that the existing setting is inaccurately described. The vegetation in the Old San Jose Creek drainage has diminished since the aerial photograph was taken and the vegetation shown just north of the proposed Fowler Road extension is no longer present. We are informed that the unnamed drainage ditch just north of the Kellogg Avenue LLC property is severely degraded, contains no hydric soils, and is not a jurisdictional wetland. We also understand that certain trees in the Old San Jose Creek area must be removed because of airport safety issues. All these items should be discussed. Accuracy in discussing the baseline condition is critical. These errors are repeated throughout the DEIR.

12-11

11. Page 145 fails to describe the existing setting with enough specificity to understand the existing environment. For example, it is impossible to understand how many acres of native willow riparian woodland habitat exist in each of the three effected areas of San Jose, San Pedro and Old San Jose Creeks. Each component of the project must be separately identified and its impacts detailed.

12-12

12. Because the discussion of project impacts is so generalized, it is impossible to determine whether alternative alignments for the extension of Fowler Road would have more or less impact without further study.

12-13

13. The DEIR at page 148 determines that significant impacts to the dense willow riparian woodland will occur but does not identify where mitigation, such as planting new willow trees, could occur. What areas are available to the City for meeting its mitigation requirement?

12-14

14. The DEIR contains no discussion of the use of the Kellogg Ave LLC property as a Roadbase Recycling Facility. The facility has completed environmental review by the City of Goleta and will be constructed and in operation before year end. The Fowler Road

12-15

Laura M. Bridley, AICP
October 13, 2011
Page 4

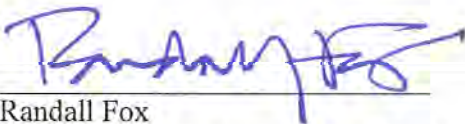
extension as the project proposed by the City will reduce the Kellogg Avenue LLC parcel and render it unsuitable for use as a Roadbase Recycling Facility. Beneficial features of the Roadbase Recycling Facility include the reduction of truck trips each week to locations either near Santa Maria or near Ventura for processing of degraded roadbase for reformulation into new road paving materials. For example UCSB alone has at least 25 truck trips per week removed and 15 truck trips per week of recycled roadbase delivered to it by one supplier. This supplier provides an additional 10 truck loads per week elsewhere in the local community. Much of this roadbase recycling could occur instead at the Kellogg Avenue Roadbase Recycling Facility. Assuming one-half of these trips go to Santa Maria (68.1 miles from Goleta) and the other one-half goes to Ventura (39.5 miles from Goleta), these 25 roundtrips to each destination times 52 weeks per year equals 177,060 truck miles to Santa Maria annually and 51,350 truck miles to Ventura annually, for a total of over 228,000 truck miles each year. This savings will be lost if the Fowler Road extension does not occur along its City owned right of way and original alignment (Alternative 3) and instead follows the alignment proposed (Alternative 1) in the draft EIR. The EIR must consider these factors and the loss of the environmental benefits of allowing the Roadbase Recycling Facility to remain on the Kellogg Avenue LLC property. Local processing improves the environment by reducing truck trips which cause traffic congestion, traffic related injuries, and wear and tear on roads. Local recycling of roadbase eliminates truck trips which will reduce the emanation of heat and exhaust chemicals into the environment. Elimination of local roadbase recycling will increase global warming and decrease air quality.

12-15
(cont.)

Thank you for this opportunity to comment.

Sincerely,

REETZ, FOX & BARTLETT LLP

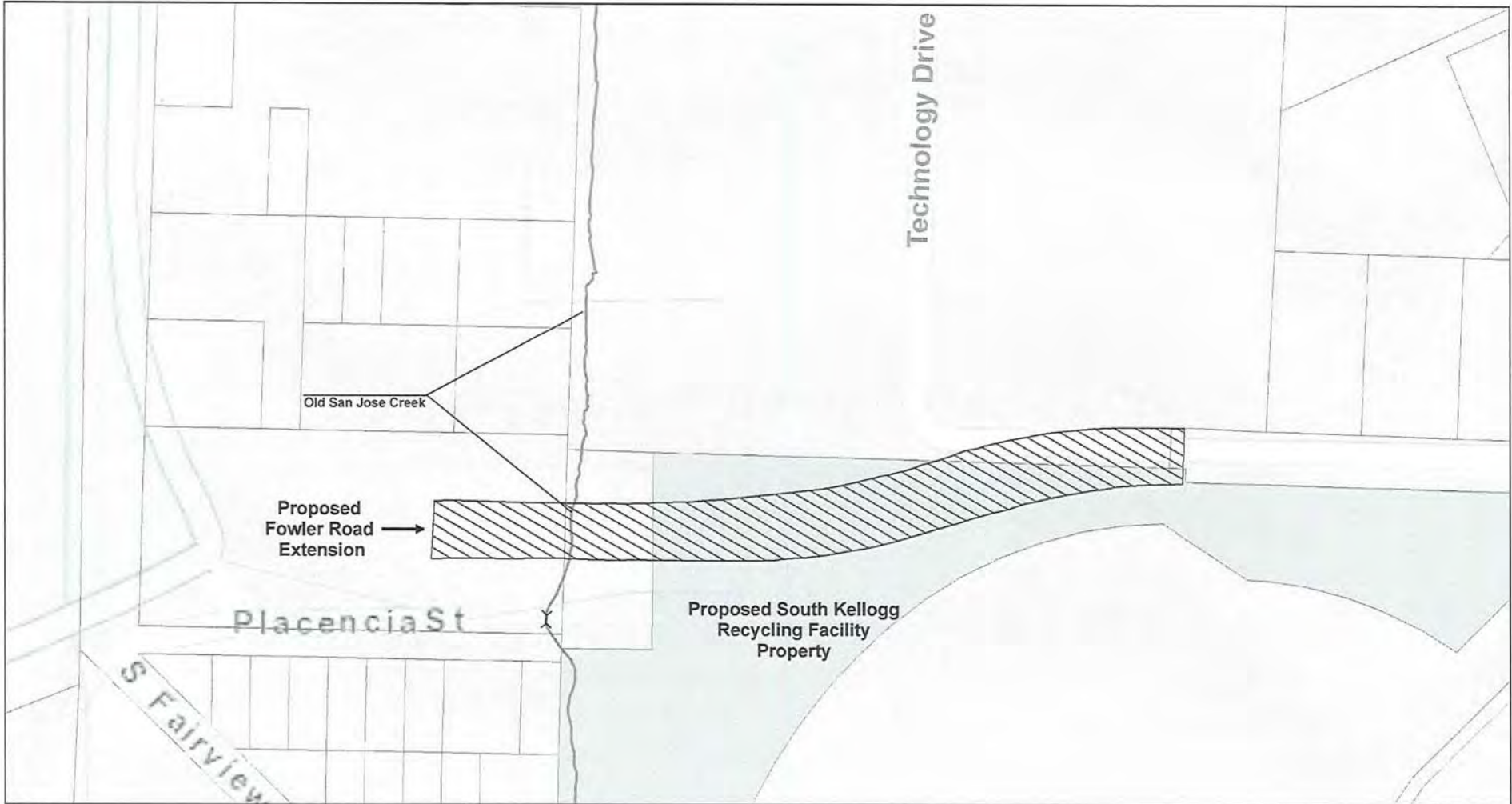


Randall Fox

Kellogg Avenue LLC\1-City of Goleta\Laura Bridley.11.10.10.
RF/tcb

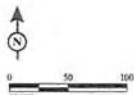
Encl.

cc: Rosemarie Gaglione, PE, City of Goleta
Kellogg Avenue LLC







L S A

FIGURE 1A



SOURCE: ESRI World Street Map (05/10)
 I:\RFB\101\GIS\Map\CrossingAlternatives\CrossingAlternative1_NoVeg.mxd (10/11/2011)

Legend

-  Crossing Alternative 1
-  Watercourse
-  Culvert
-  Parcels

South Kellogg Recycling Facility, Goleta, Santa Barbara County
 Crossing Alternative 1 - Proposed Fowler Road Extension

ALT 1







L S A

FIGURE 2A



SOURCE: ESRI World Street Map (05/10)
 I:\RFB1101 GIS\Maps\CrossingAlternatives\CrossingAlternative2.mxd (10/11/2011)

Legend

-  Crossing Alternative 2
-  Watercourse
-  Culvert
-  Parcels

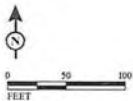
South Kellogg Recycling Facility, Goleta, Santa Barbara County
 Crossing Alternative 2 - Proposed Fowler Road Extension

ALT 2







L S A

FIGURE 3A



Legend

-  Crossing Alternative 3
-  Watercourse
-  Culvert
-  Parcels

South Kellogg Recycling Facility, Goleta, Santa Barbara County
Crossing Alternative 3 - Proposed Fowler Road Extension

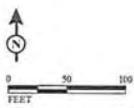
SOURCE: ESRI World Street Map (05/10)
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ALT 3







LSA

FIGURE 4A



SOURCE: ESRI World Street Map (05/10)
 I:\RFB1101\GIS\Maps\CrossingAlternatives\CrossingAlternative4.mxd (10/11/2011)

Legend

-  Crossing Alternative 4
-  Watercourse
-  Culvert
-  Parcels

South Kellogg Recycling Facility, Goleta, Santa Barbara County
 Crossing Alternative 4 - Proposed Fowler Road Extension

ALT 4



LSA FIGURE 5A



- Legend**
- Crossing Alternative 5
 - Watercourse
 - Culvert
 - Parcels

South Kellogg Recycling Facility, Goleta, Santa Barbara County
Crossing Alternative 5 - Proposed Fowler Road Extension

SOURCE: ESRI World Street Map (05/10)
E:\RFB1101\GIS\Maps\CrossingAlternatives\CrossingAlternative5.mxd (10/11/2011)

ALT 5



LSA FIGURE 6A



SOURCE: ESRI World Street Map (05/10)
 I:\RFB1101\GIS\Map\CrossingAlternatives\CrossingAlternative6.mxd (10/11/2011)

- Legend**
- Crossing Alternative 6
 - Watercourse
 - Culvert
 - Parcels

South Kellogg Recycling Facility, Goleta, Santa Barbara County
 Crossing Alternative 6 - Proposed Fowler Road Extension

ALT 6

Letter 12 Responses: Reetz, Fox & Bartlett, LLP, October 13, 2011

- 12-1** Comment noted.
- 12-2** See response 1-1 regarding noticing and see additions and clarifications provided in EIR Sections 1.1.1 and 1.3.4 regarding project history and participants in the development of the project and alternatives.
- 12-3** See response 1-1.
- 12-4** Section 1.3 includes an extensive discussion of project alternatives that have been considered by agencies and the public over a 14-year planning period. During that lengthy design and review process the public has had many opportunities to provide input regarding alternatives. Tables 1-5a and 1-5b have been revised to provide additional information regarding alternatives considered but rejected during the planning period. This information elaborates on reasons the rejected alternatives were considered infeasible.
- 12-5** The EIR includes an analysis of the original alignment presented in the 1997 Fowler Road Extension Project Study Report and the 1998 Goleta Old Town Revitalization Plan. This design is now identified as “the Fowler Road Extension Alternative” in the EIR.
- 12-6** Pursuant to State CEQA Guidelines Section 15126.6, acquisition of property necessary for the project has been determined to be feasible as shown in Table 1-4 in Section 1.3.2. Also see response to comment 12-5.
- 12-7** The suggested alternative alignments of Fowler Road are noted. As the commenter points out, Alternative 1 is the project as described in the EIR. The suggested alignment identified in the comment letter as Alternative 3 has been added to the EIR as the “Fowler Road Extension Alternative” and is analyzed throughout. Below is the City’s response to the remaining alternatives identified:
- Alternative 2. This alternative represents a slight variation of Alternative 3 and is geometrically inferior to Alternative 3 since it is not straight.
 - Alternatives 4, 5, and 6. These alternatives present variations on a northerly shift of Fowler Road. There is insufficient information to make an engineering assessment of them. However, they all shift Fowler Road closer to the Airport facilities which could be problematic and they all create potential sight distance problems due to the curve towards the north and then the south as Fowler Road joins the Fairview Avenue and Fowler Road intersection roundabout.
- The alternatives considered throughout this process were selected consistent with and pursuant to State CEQA Guidelines Section 15126.6.
- 12-8** The final design will be consistent with the General Plan/Coastal Land Use Plan and other planning documents, design standards, standard engineering practices, and projected traffic volumes and turning movements. Roadway width will not exceed what is deemed necessary by the above.

- 12-9** As discussed in sections 1.2 and 1.3, the project components form a coherent system of roadway improvements that satisfy the objectives of the project. Individually the components do not satisfy all of the project objectives. Text in Section 1.3.1 has been revised to reflect this information.
- 12-10** As described in response 12-9, the proposed improvements comprise a comprehensive system of roadway improvements which would collectively achieve the project objectives set forth in Section 1.2 of the EIR. Further, piecemealing the project into three separate projects would not allow proper analysis under CEQA.
- Evaluation of the project as a whole is especially important in the analysis for impacts to biological resources, as the improvements proposed at Ekwill Street, Fowler Road, and Hollister Avenue would have the potential to affect the same biological resources, primarily the City's riparian habitats and the various protected species that may depend upon them. Independent analysis of the project's components would result in three separate impact analyses, each of which would show impact acreages smaller than those presented in the EIR, and none of which would disclose the impacts of the whole of the project as required by CEQA.
- 12-11** CEQA Guidelines Section 15125(a) indicates that the existing setting to be analyzed can be defined as conditions that existed at the time the project Notice of Preparation is issued. In this case, the project Notice of Preparation was issued in 2008 and conditions that existed at that time formed the basis of the EIR analysis.
- Biological survey and wetland delineation conducted in response to comments show that the drainage does meet the criteria for a wetland under the jurisdiction of the California Coastal Commission and the California Department of Fish and Game. See Section 2.3.2 of the EIR for more detail.
- Removal of trees due to airport-related issues is not part of the project nor has it been determined to be necessary due to the project. Therefore, it is not analyzed in this EIR.
- 12-12** As described in responses 12-9 and 12-10, evaluating the various project components separately is not required or beneficial to the environmental analysis.
- 12-13** Impacts of the project and the Fowler Road Extension Alternative are addressed throughout all relevant portions of the EIR, including Chapter 2 issue area analyses. With regard to habitat, differences in impacts between these alternatives are quantified in Section 2.3.2, Table 2-17.
- 12-14** The precise location of the mitigation area(s) has not yet been determined; however, these areas would be within the City of Goleta and would be either on existing public lands or private lands where agreements can be reached with landowners. Consistent with applicable regulatory agency policies, priority would be given to mitigation sites within the San Jose Creek watershed, and as close to the project area as possible. The City of Goleta notes that Section 2.3.1.7 of the EIR contains analysis and examples of potential sites for restoration. Goleta owns potential mitigation sites along Old San

Jose Creek, San Jose Creek, and areas in the watershed including Lake Los Carneros, Devereaux Slough, and others. Lands owned by Goleta contain sufficient land to provide full restoration as required by mitigation measures NA-1, WE-2, PL-1 and PL-2. See Section 2.3.

- 12-15** Table 2-1 and Section 2.1.1.1 both identify the planned concrete recycling facility identified in this comment. This project was not constructed at the time the Notice of Preparation was issued and still has not been constructed and thus is not a part of the physical environment as per State CEQA Guidelines §15064.7(a). Because it is a reasonably foreseeable future project, it is included in the EIR analysis of cumulative impacts (See Section 2.4).

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**ARCHITECT PETER WALKER HUNT AIA
POST OFFICE BOX 92045
SANTA BARBARA CALIFORNIA 93190
(805) 965-5600**

October 13, 2011

Laura Bridley
City of Goleta
sent as e-mail attachment

Dear Laura -

UCSB's current Long Range Development Plan anticipates 1.8 million square feet of building space. This is a 40% increase over present built environment on campus. It is responsible, and in fact it is mandatory under State law, to recycle building materials.

Attached is a letter from UCSB Design and Construction Services that references its current Long Range Development Plan. As just a part of their plan UCSB intends to replace and add a net total of 14,230 parking spaces.

A parking space is typically several inches of asphalt placed over six inches of gravel (or roadbase). My firm calculates that 14,230 parking spaces will require over 5,000 truck trips importing road base.

Here's the math: one parking space (including one half of the access drive aisle) equals 350 square feet. With six inches of roadbase, that's 175 cubic feet which is 6.48 cubic yards of roadbase per parking space. $[175/27=6.48]$ Multiply 6.48 cubic yards times 14,230 spaces and the result is 92,231 cubic yards of base. Since a cubic yard of gravel weighs 2750 pounds (or 1.375 tons) then 67,077 tons of roadbase will be needed. A truck holds an average of 12.5 tons, so about 5,366 truck trips will be needed to import roadbase for parking spaces. This does not include other associated uses of recycled roadbase materials.

Export of demolition material cannot be quantified at this time. However, pieces of concrete and asphalt, unlike gravel roadbase, are not uniform in size. Because many of the pieces are large, there will be gaps of air in between the pieces as they are hauled off campus in trucks. It is entirely likely there will be more truck trips hauling concrete and asphalt from campus due to the material size inefficiency.

Roadbase is currently hauled by truck from Ventura and Santa Maria. This results in a large volume of truck trips, road congestion, degraded air quality, increased energy (fuel) use, and production of greenhouse gases (global warming). Locally sourced roadbase recycling also helps local governments meet the landfill diversion goals of AB 939.

If the Kellogg Avenue Roadbase Recycling Facility is not completed or is terminated because of the proposed Fowler Road extension through that site, all of the benefits of that local facility and its ability to meet UCSB and the community's needs will be lost. The result would be significant and undesirable.

Sincerely

Peter W. Hunt
enclosure

cc: Rosemarie Gaglione

13-1



OFFICE OF DESIGN & CONSTRUCTION SERVICES
Building 439
Santa Barbara, California 93106-1030
Telephone (805) 893-6987
Fax (805) 893-2848

October 12, 2011

Al Rodriguez,
C/o United Paving Inc.
sent as e-mail attachment

Dear Al,

Regards your request for the magnitude of future campus construction we can refer you to the current Long Range Development Plan; which can be found on the UCSB Campus web site.

To paraphrase this information we have:

Building Space: assignable square footage
2.7 million SF existing 1.8 million SF planned

Housing: we intend to provide an additional 4,766 student bed spaces; 239 family housing units; and an additional 1,800 plus faculty and staff housing units.

Parking spaces in our parking lots; we intend to replace about 5,100 and add new ones for a net of 14,230 spaces

Roads existing on campus are about 5 miles total

Sidewalks and hardscape total 1.4 million square feet

While it is not possible at this time to quantify the amount of demolition material our capital plan might generate you can see the enormous potential of the campus in the future to do so.

Our Sustainability Goals campus wide in all areas dictates that we require our construction contractors to recycle our construction generated waste and debris stream as well as use recycled materials. The proximity of your planned facility could greatly reduce our hauling distances to the benefit of all.

I wish you the best in your current venture and attaining your approvals,
Regards'

Ronald E. Strahl, P.E.
Deputy Director
Design and Construction Services

13-2

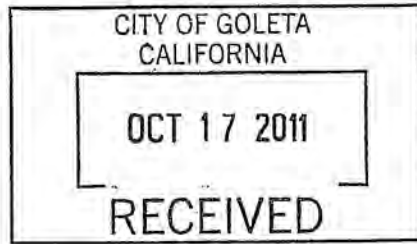
Letter 13 Responses: Peter Walker Hunt, AIA, Architect Peter Walker Hunt, October 13, 2011. Attachment to Letter 13: Ronald E. Strahl, P.E., Design and Construction Services at the University of California Santa Barbara, October 12, 2011

- 13-1** The comment does not address any specific comments related to the adequacy of the content of the EIR and additional analysis or further response is not required. See also the response to comment 12-15.
- 13-2** The comment does not address the content or adequacy of the EIR and additional analysis or further response is not required.

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Brownstein Hyatt
Farber Schreck

14



October 17, 2011

Peter N. Brown
Attorney at Law
805.882.1401 tel
805.965.4333 fax
PBrown@bhfs.com

VIA FACSIMILE TO 805.685.2635

Community Services
Attn: Laura Bridley
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Comments on the Ekwil/Fowler Draft Environmental Impact Report (DEIR)

Dear Ms. Bridley:

Our office represents the property owner of Key Site 7A located in the industrial area of Goleta Old Town (**Property**). On behalf of the owner, we are currently preparing a development proposal for submittal to the City that includes approximately 160,000 square feet of small to medium-sized contractor building space, outdoor contractor storage, office and commercial uses. The proposed Ekwil/Fowler improvements (**City Project**) are located in the immediate vicinity of the Property, with Ekwil bordering the northern boundary and Fowler bordering the southern boundary. We have reviewed the DEIR, and it is evident that the Key Site 7A property plays a significant role in the future development of the City Project. Right-of-way must be obtained from the Property for both Ekwil and Fowler improvements, and half of the property, both on its northern and southern ends, has been identified by the City as being needed for construction staging. Old San Jose Creek lies within the westerly boundary of the Property. Since we will be filing a development application for the Property in the near future, we request that the City coordinate closely with us as the City Project moves forward.

14-1

We would like to provide a comment and recommendation on the treatment of existing riparian vegetation within the proposed northerly construction staging area on the Property. The City Project plans show use of much of the northerly portion of the Property as a temporary construction site, while at the same time showing preservation of a small portion of the temporary construction staging area as existing riparian vegetation. The temporary construction site will be used for equipment and material storage, preparation of construction materials, and construction staging. By its very nature, this is an intensive use that is inconsistent with preservation of the existing vegetation condition, and we recommend that the riparian vegetation in this area be removed and mitigation provided. This will provide a more realistic access to the temporary construction site.

14-2

In addition, the proposed Ekwil Street extension in this area involves construction of a culvert under Ekwil at this location, with the result that Old San Jose Creek will be channelized under

14-3

Ms. Laura Bridley
October 17, 2011
Page 2

Ekwill rather than left in its current condition along Ekwill. Any riparian vegetation that is preserved along the edge of Ekwill beyond the new culvert would be isolated from Old San Jose Creek and disconnected from the Old San Jose Creek corridor, which will not create a viable environment for continuation of this small pocket of habitat.

14-3
(cont.)

Finally, we do not believe that the current culvert design in this location is appropriate. As currently proposed, the vertical alignment of Ekwill over Old San Jose Creek does not allow for reasonable access to the adjacent properties on both sides of the alignment. The culvert design should be modified to allow a lower alignment so that neighboring properties can obtain access to their properties. In addition, the proposed angled design of the culvert, as shown for the south side of proposed Ekwill, does not appear to be appropriate; a squared-off culvert would provide a more feasible design for Ekwill Street. We request that the City re-study the Ekwill Street design at this location.

14-4

For all these reasons, we recommend that the small pocket of riparian vegetation within the proposed construction staging area be removed as part of the City Project plan and full mitigation provided. The owner of Key Site 7A would be willing to allow the City's mitigation for this particular vegetation removal to occur on the Key Site 7A property along Old San Jose Creek at a 3:1 ratio, consistent with the DEIR proposed mitigation.

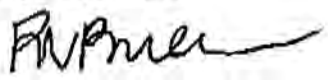
14-5

As a last matter, I would like to call your attention to our view of the condition and functional characteristics of the drainage channel along the southerly boundary of the Property. This area is an artificial drainage ditch created to alleviate flooding pressure in the southern industrial Old Town area, and does not represent a sustaining biological feature or significant biological resource. The drainage channel is fed only by sheet flow drainage from the surrounding area, and has been maintained by area property owners each year to ensure proper flood drainage during storm events. The channel was created following heavy storms in the 1990's when large amounts of silt from the Goleta slough were transported to and spread across the Property to a depth of approximately 3 to 4 feet. This created a barrier to natural sheet flow drainage across the Property, and contributed to the creation of a steep sided artificial drainage channel along the southern boundary of the Property. Our client's proposed development for the Property includes a drainage design that utilizes bioswales and detention basins to alleviate flooding in the area and to address on-site drainage. When these improvements are constructed, the water source for this artificial drainage channel and any vegetation located therein will be eliminated and the channel will lose its drainage function.

14-6

Thank you for the opportunity to comment on the DEIR.

Very truly yours,



Peter N. Brown

Letter 14 Responses: Brownstein/Hyatt Farber/Schreck, October 17, 2011

- 14-1:** This comment is noted, but does not address the content or adequacy of the EIR and requires no further analysis or response.
- 14-2** Goleta practices avoidance and minimization of biological impacts. It is not expected that the riparian area adjacent to the staging area would cause a constructability issue and this pocket of habitat will be avoided pursuant to this EIR. The comment does not specifically address the content or adequacy of the EIR, and no further analysis or response is required.
- 14-3** The proposed culvert will preserve existing drainage patterns at this location. Habitat loss will be mitigated as per mitigation measures NA-1, WE-2, PL-1, and PL-2 identified in Section 2.3 of the EIR. Implementation of these mitigation measures would enhance habitat quality and extent along Old San Jose Creek. Landscaping along the road extensions can also be expected to facilitate habitat connectivity at creek crossings.
- 14-4** The current culvert design preserves existing drainage patterns. During final design, Goleta will address vertical alignments. A squared-off culvert plan, which is assumed to mean a culvert perpendicular to the channel, would require realignment of Old San Jose Creek, which would result in greater environmental impacts than the currently proposed design.
- 14-5** See response 14-2.
- 14-6** Comment noted. See responses 20-1 and 20-3, regarding biological characteristics of the drainage ditch. The EIR includes discussion of the original Fowler Road alignment identified in the 1997 Fowler Road Extension Project Study Report and the 1998 Goleta Old Town Revitalization Plan. This design, called “the Fowler Road Extension Alternative” in the EIR, would fill this ditch. Drainage functions of the ditch that alleviate flooding would be replaced with drainage features identified during final design of Fowler Road.

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DUDEK

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15

facsimile transmittal

To: **Laura Bridley, AICP** Fax: **(805) 685-2635**
Contract Planner
City of Goleta, Community
Services

From: **Troy A. White, AICP** Date: **10/17/2011**

Re: **Ekwill-Fowler DEIR Comments** Pages: **6**

Cc: **Marc Winnikoff, Rotterdam**
Holdings, LLC

Urgent For review Please comment Please reply Please recycle

Please find attached our comment letter on the Draft EIR for the Ekwill Street and Fowler Road Extensions Project.

STATEMENT OF CONFIDENTIALITY: The information in this facsimile message is legally privileged and confidential information and is intended only for the use of the addressee listed on this cover sheet. If you have received this transmission in error, please immediately notify us by telephone at the number indicated below to arrange return of the document.



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 T 805.963.0651 F 805.963.2074

October 17, 2011

City of Goleta
 Community Services
 Attn: Ms. Laura Bridley, Contract Planner
 130 Cremona Drive, Suite B
 Goleta, CA 93117

VIA U.S. MAIL AND FACSIMILE

RE: Comments on Ekwill-Fowler Draft EIR (#11-EIR-02)

Dear Ms. Bridley,

Thank you for the opportunity to comment on the Ekwill-Fowler Draft EIR (DEIR).

We represent Rotterdam Holdings, LLC ("Rotterdam"), the owner of 601 Pine Avenue in Goleta, CA (APN 071-170-082). In addition to this property, Rotterdam owns a driveway access and utility easement that is approximately 30 feet wide and covers a portion of the property (APN 071-170-083) that is located adjacent and immediately to the north of Rotterdam's property. That driveway access and utility easement runs along the length of the northern boundary of Rotterdam's property, and currently provides a vital point of ingress to and egress from Rotterdam's property. As we explain below, the Final EIR and design plans for the Ekwill Street extension should either preserve the existing driveway access to Pine Avenue for Rotterdam's property, or include a new driveway from Rotterdam's property onto Ekwill Street.

15-1

The northern driveway serving Rotterdam's property at 601 Pine Avenue is approximately 30 feet wide and can accommodate full inbound and outbound vehicular flows. Vehicles using that driveway currently are able to make both left turns and right turns into and out from Rotterdam's property. However, according to Associated Transportation Engineers (ATE), the preliminary design of the Ekwill Street/Pine Avenue roundabout would preclude such two-way access at this driveway. As shown on the attached Figure 1, the splitter island on the southern leg of the roundabout extends beyond the driveway. Thus, the design precludes left turns into and out of the driveway, since vehicles would not be allowed to cross the splitter island striping.

15-2

ATE also indicates that there may be sight distance constraints between vehicles circulating in the roundabout and vehicles turning left into and out of the driveway. Given the location of the driveway in relation to the current roundabout design, it appears that if the roundabout is constructed as currently designed, driveway movements would need to be restricted to right-turns

15-3

City of Goleta, Community Services
Comments on Ekwil-Fowler DEIR
October 17, 2011
Page 2 of 3

into and right-turns out of the Rotterdam property. Based on preliminary communications with Rotterdam’s legal counsel and tenants, there is concern that any new access limitations resulting from the project’s implementation may result in a material adverse economic impact upon Rotterdam's property and tenants of that property.

15-3
(cont.)

Based upon consultation with ATE, we believe that there are at least two options, identified as follows for mitigating impacts upon Rotterdam's access rights:

1. One option for mitigating this issue would be to move the roundabout northwards by a minimum of 50 feet from the northern limit of the easement area (see attached legal description) so that two-way traffic could safely be accommodated [Source: Roundabouts: An Informational Guide (Second Edition), NCHRP Report 672, 2010]. We acknowledge that this option may not be feasible as it might create other impacts for the roundabout design and future Ekwil Street alignment.

15-4

2. Another option for ensuring that the planned roundabout does not adversely affect Rotterdam's access easement rights would be to construct a full-access driveway connection to Ekwil Street at the northwest corner of the 601 Pine Avenue site. The driveway could be located in the area where the parcel boundary intersects the new Ekwil Street segment (see attached Figure 1). A driveway at that location would allow vehicles direct access to the Ekwil Street Extension. The final design of Ekwil Street may need to be modified in this area to accommodate this new connection.

In addition to traffic and circulation concerns, some of Rotterdam’s tenants at 601 Pine Avenue perform precise machining of parts and materials for the aerospace, medical, and communications industries. This complex machining may be sensitive to any abnormal ambient vibration and/or dust created during construction. We would ask, also, that the EIR address this issue.

15-5

We thank you for the opportunity to comment on the Draft EIR, and request that you keep us apprised of further actions with respect to the project. In addition, we look forward to working closely with the City through the design development stage of the project, in order to ensure that the design and location of the street improvements do not adversely impact the property at 601 Pine Avenue and the access easement rights that are appurtenant to that site.

15-6

City of Goleta, Community Services
Comments on Ekwill-Fowler DEIR
October 17, 2011
Page 3 of 3

Most sincerely,



Troy A. White, AICP
Senior Planner

Attachments

cc: Marc Winnikoff, *Rotterdam Holdings, LLC*
Scott Schell, PTP, AICP, *Associated Transportation Engineers (ATE)*
Mike Pfau, Esq., *Reicker, Pfau, Pyle, & McRoy, LLP*



DUDEK
 5088-07
 OCTOBER 2011

IMAGERY SOURCE: CIRGIS 2010
 0 50 100 200 Feet

FIGURE 1
Ekwill Street Extension

DRAFT

EXHIBIT C

**LEGAL DESCRIPTION OF EASEMENT AREA
(Access and Utility Easement)**

Being a portion of Lot 5 of "Record of Survey for Lot Line Adjustment", in the City of Goleta, County of Santa Barbara, State of California, as shown on map recorded in Book 145, Page 64 of Records of Survey, in the Office of the County Recorder of said County, more particularly described as follows:

Beginning at the most southwesterly corner of said Lot 5;

Thence 1st, northwesterly along the southwesterly line thereof North 29°20'37" West a distance 31.57 feet;

Thence 2nd, South 89°40'37" East a distance 390.64 feet to a point in the easterly line of said Lot 5, said point being the beginning of a non-tangent curve concave westerly and having a radius of 3040.00 feet, the radial center of which bears South 88°47'28" West;

Thence 3rd, southerly along said easterly line and curve through a central angle of 0°35'00" a distance of 30.95 feet to the southeasterly corner of said Lot 5;

Thence 4th, westerly along the southerly line thereof North 89°08'28" West a distance 375.69 feet to the point of beginning.

Containing 11,171 square feet, more or less.



Letter 15 Responses: Troy A. White, AICP; Dudek, October 17, 2011

- 15-1** Details regarding access and other traffic operation issues will be more fully addressed during final design, which will ensure appropriate access to affected sites.
- 15-2** See response to comment 15-1.
- 15-3** See response to comment 15-1.
- 15-4** See response to comment 15-1.
- 15-5** Site soils are relatively sandy and construction will not involve pile-driving or equipment uses that would be expected to cause excessive vibration. The project will comply with all required Santa Barbara County Air Pollution Control District (Air District) dust control measures (see EIR mitigation measure AQ-1 in Section 2.2.4.7). These measures will adequately reduce fugitive dust. Measures include having an air quality monitor and posting an Air District telephone number to report air-related nuisances.
- 15-6** Access will remain open during construction. See response to comment 15-1.

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DEPARTMENT OF CONSERVATION

16

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

October 17, 2011

lbridley@cityofgoleta.org

Laura M. Bridley, AICP, Contract Planner
 Capitol Improvement Program Manager City of Goleta
 130 Cremona Drive, Suite B
 Goleta, CA 93117

Dear Ms. Bridley:

Subject: Ekwil Street and Fowler Road Extension Project Draft Environmental Impact
 Report SCH# 2004061072, Santa Barbara County

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Draft Environmental Impact Report (DEIR) for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

Project Description

The project is located in an urbanized southern portion of Old Town. The only agricultural lands in the project area are two adjacent parcels that would be affected by the proposed Ekwil Street extension. The proposed Ekwil Street extension runs through the northern portion of both Parcel 1 (APN 073-130-040) and Parcel 2 (APN 071-130-023). The Ekwil Street alignment crosses the northern portion of each parcel and does not divide the parcels. Both parcels are virtually surrounded by commercial and industrial developments and are mapped as "Urban and Built-Up" by the State of California Farmland Monitoring and Mapping Program. There are no Williamson Act lands in or near the project.

Thank you for giving us the opportunity to comment on this DEIR. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Jacquelyn Ramsey, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 323-2379.

Sincerely,

John M. Lowrie, Program Manager
 Williamson Act Program

cc: State Clearinghouse

Santa Barbara County Farm Bureau
 P.O. Box 1846
 180 Industrial Way
 Buellton, CA 93427

The Department of Conservation's mission is to balance today's needs with tomorrow's challenges and foster intelligent, sustainable, and efficient use of California's energy, land, and mineral resources.

16-1

Letter 16 Response: John M. Lowrie, Program Manager, Department of Conservation, Division of Land Resource Protection, October 17, 2011

- 16-1** General comments are noted. The comment does not address the content or adequacy of the EIR and, therefore, no further analysis or response is required.

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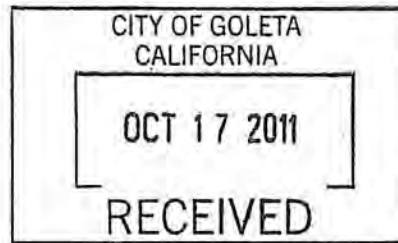
KELLOGG AVENUE LLC

4915 CARPINTERIA AVENUE, SUITE H
CARPINTERIA, CALIFORNIA 93013

TELEPHONE: (805) 684-6653

FAX: (805) 684-6654

17



October 14, 2011

Community Services
130 Cremona Drive
Suite B
Goleta, CA 93117
Attn: Laura Bridley

Delivered by hand and email to: lbridley@cityofgoleta.org

Re: Comments on Inadequacy of Ekwill Street and Fowler Road Extensions Project Draft EIR

Dear Ms Bridley:

Kellogg Avenue LLC is the owner of APN 071-190-34 at 903, 905 and 909 South Kellogg Avenue in Goleta. We are, I believe, a major stakeholder in this project. I feel the most fundamental problem with the DEIR and the process it analyzes is the lack of notice to us, that there was not any opportunity for us to participate in the process or to contribute to which alternatives were analyzed in the DEIR.

On page 16 of the DEIR, last paragraph, it says:

“In 2003, Goleta initiated a community outreach effort to hear community stakeholders’ thoughts on the various project alternatives that had been developed. After careful evaluation, the Project Design Team developed a scope of work for the combined Ekwill Street and Fowler Road Extensions Project. The project, which was found to meet the project objectives, maintained the alignments of Ekwill Street and Fowler Road, and did not entail excessive cost. In 2004, the Transportation Commission approved the newly scoped project, which is the project analyzed in this document.”

Kellogg Avenue LLC never received notice of the “community outreach effort” and did not have an opportunity to participate or give input. All alignments of the Fowler Road extension I have ever seen, working with the County of Santa Barbara and City of Santa Barbara, since the 1970's, on the alignment of Fowler Road, have the southern boundary of Fowler Road within the right-of-way dedicated for the extension on July 30, 1974.

17-1

The project analyzed in the DEIR destroys the proposed concrete recycling facility on our property which has been in process almost three years. I believe I could have added some history, information and reason to the scoping process that would save the public a substantial amount of time and money in designing a better road. But we were not offered that opportunity.

17-1
(cont.)

On page xiii of the DEIR, it states that,

“...2) No other feasible alternatives have been identified.”

It is not surprising with the amount of “outreach” that was done. ALL the road alignments for Fowler that were studied by the County of Santa Barbara since the formation of the Goleta Old Town Committee in the early 1990's, looked at alignments through our property that utilized the existing right-of-way for the extension of Fowler as the southern boundary of the road. The alleged reason that all those other “studied alignments” were dismissed because some willows and wetland plants grew in a drainage ditch dug on our neighbor’s property and the road was moved outside the dedicated right-of-way to attempt to avoid these few plants. Many of these plants have been removed and are, I understand, the subject a mitigation action by the City. The biological conditions that existed in 2004 and 2005 are used in the biological maps in exhibit “A” and a July 2010 study in evaluating biological conditions in the DEIR. Conditions have changed since then and current biological conditions of the area should be used in analyzing both of the road alignments. The information used in the DEIR is not accurate.

17-2

The alignment of Ekwill Street, however, was moved **from an environmentally superior location**, in the middle of the Page property, to along the top of the bank of Old San Jose Creek, as stated in the *Summary of the Ekwill Street and Fowler Road Extension Project* that accompanied the *Updated Notice of Preparation of Draft Environmental Impact Report/Environmental Assessment*, dated 9-3-08,

“A small alignment shift to the portion of Ekwill Street between Pine Avenue and Kellogg Avenue has been incorporated. This change, which realigns Ekwill Street slightly north of its previously proposed alignment, results in two main benefits. The first is the **preservation of development potential on the property through which the street is proposed** - by locating the proposed Ekwill Street along one side of this property, and not through the middle of it.” (Emphasis added)

17-3

I mailed a letter to the Capital Improvement Manager on September 18, 2008 protesting the treatment of our property. I have never received a reply, even after meeting with City Staff to express my displeasure and a promise of a follow-up meeting (which never occurred).

Nothing in the DEIR allows the decision makers to evaluate the difference in environmental

impacts and cost between aligning Fowler Road within the existing right-of-way and as analyzed in the DEIR. There is also no information that would allow decision makers to evaluate the difference in environmental impacts and cost between aligning Ekwil Street in its original alignment through the center of the Page property and along the top of the creek bank, which conflicts with the City’s Stream Side Protection Area (SPA) policy CE 2.3. This policy allows public roads to cross SPA’s but certainly does not encourage alignment along the top of the bank of the creeks.

17-3
(cont.)

There is no analysis in the DEIR of another viable alternative to the one, studied alignment of Fowler Road, and that is aligning the road north of and through the property on which the drainage ditch was dug that allowed the existing plants to get established.

Having various alternatives studied would allow the decision makers to evaluate the different alternatives, balancing the environmental and monetary costs of each alternative. The information presented in the DEIR does not allow this. Somehow, just one alignment was chosen for each road, based upon what information, other than all the other alternatives had connections to Highway 217, which was vetoed by UCSB in 2000. The dismissed alternatives in the DEIR could have been studied without their connections to Highway 217, but for some reason were not. More alternatives must be analyzed.

17-4

On page 13 of the DEIR it states,

“The project is considered the only design that meets the purpose and objectives (specified on page xi), is supported by all stakeholders and is feasible from a cost standpoint.”

17-5

I don’t think so, and it certainly can’t be proven from the information in the DEIR, and is not supported by us as the major, affected private property owner.

On page 180 of the DEIR, section 2.4.3.4 states,

“The proposed Ekwil Street extension...will result in temporary and permanent impacts to native hydrophytic vegetation and southern willow riparian woodland along San Jose Creek. Restoration requirements associated with the project will result in the expansion of woodland habitat and therefore the cumulative contribution of the project, if any, would not be considerable.”

17-6

If this is **feasible** for the Ekwil extension, why not the Fowler extension? Why were the two properties burdened by the extensions treated so differently? The difference can’t be discerned from the information in the DEIR. It leads me to believe it was something more subjective

17-7

involved.

There is another difference in how different properties, burdened by the road extensions were treated that can be discerned from the information in the DEIR. Road widths.

The existing, improved portion of Kellogg Avenue will have an improved width (Street, curb, gutter and sidewalk and bike lanes) of 50 feet and five to six foot of additional right-of-way on each side for a total right-of-way width of 61 feet. The new extension of Fowler Road through our property has an improved width (Street, lefthand turn lane, curb, gutter, and sidewalk and bike lanes) of 72 feet, with additional right-of-way on either side of up to 57 feet. This, then transitions into the bridge that goes over Old San Jose Creek to an improved width of 60 feet.

So we go from a 50 foot wide improved street, into a 72 foot wide improved street then back down to a 60 foot improved street going over the bridge. Why the 72 foot width through our property to accommodate a 12 foot wide left turn lane to nowhere. Why the excessive right-of-way on both sides of the extension through our property?

Now, look at the extension of Ekwill on the Page property. The total, improved width of the street on the Page property is 50 or 60 feet. The only excess right-of-way is where the trail is located between the road and the creek. No lefthand turn lanes.

Why the disproportionate treatment of the two properties? It appears to me that the process was “steered” toward a single, predetermined outcome. Is this why I was not allowed to participate in the process?

If Fowler Road is extended as analyzed in the DEIR, my tenant’s concrete recycling center, that has been in process almost three years, will not happen. The many benefits that this proposed project brings to the community will be lost and should be considered a significant impact of the project analyzed in the DEIR . Those benefits include, but are not limited to:

1. Habitat restoration of Old San Jose Creek required by the projects *Mitigated Negative Declaration*.
2. Reduced CO² emissions in the community by having a local facility for contractors to dispose of concrete and asphalt and pick up road base. Current sources are many miles further away.
3. Recycling concrete will help meet State guidelines for reducing waste in landfills. Building construction accounts for the largest source of landfill waste in the U.S., with concrete accounting for the largest portion of that waste (according to *Green Building and*

17-7
(cont)

17-8

Remodeling for Dummies by Eric Corey Freed).

4. A 25 foot buffer between the recycling facility and Old San Jose Creek. The current use, auto wrecking yard still exists on site and if the concrete recycling facility is not approved or goes away due to the alignment of Fowler Road, our tenant says he intends to continue the auto wrecking yard use, which does not have a setback from the creek due to historical use.

Thank you for your consideration and finally giving us an opportunity to comment.

Sincerely,
Kellogg Avenue LLC



Mike Pollard
Managing Member

Letter 17 Responses: Kellogg Avenue LLC., October 17, 2011

- 17-1** Please see response 1-1. Also see EIR Section 1.1.1, which provides a discussion of a series of community outreach meetings held to receive input regarding project alternatives.
- 17-2** Base maps from 2004 were used to illustrate the project but were not the primary source for biological data in the EIR. Regardless, since the Notice of Preparation was issued in 2008, biological conditions along and adjacent to the Fowler Road extension have changed. Existing biological conditions in this area have been updated through survey and jurisdictional delineation, and any impacts re-calculated. Section 2.3 of the EIR has been revised to reflect this updated information.
- 17-3** The project was designed to avoid certain sensitive habitats and vegetation to minimize impacts in the coastal zone. The EIR includes an analysis of environmental impacts of the Fowler Road Extension Alternative, which utilizes existing right-of-way. The Ekwil Street extension is not located along the tops of banks. Except at creek crossings, the alignments are set back from the tops of banks.
- 17-4** The EIR analyzes impacts of the Fowler Road Extension Alternative in all environmental issue areas.
- 17-5** Section 1.3.4 has been revised.
- 17-6** Restoration requirements identified in the EIR (e.g., mitigation measure NA-1) are applicable to impacts of the project and the Fowler Road Extension Alternative regardless of specific location.
- 17-7** Width of the proposed Ekwil Street and Fowler Road extensions may differ depending on the following variables:
- Existing street right-of-way, for example through the existing South Street corridor
 - No landscaping is envisioned at creek crossings
 - As roadways cross creeks, they must be elevated; this in turn requires embankment slopes from the back of sidewalks down to the adjacent existing ground. Embankment slopes increase the right-of-way footprint of the roadways.
 - If a left-turn pocket is required, an additional 12 feet is required in the median.

As a result, required roadway widths will vary throughout the project. During final design, these widths can be reduced if appropriate, based on the use of retaining walls and reassessment of the need for left-turn pockets.

The roadway width along Ekwil Street through the Page property does not include left-turn pockets because none were required. The roadway width of Ekwil Street through the Page property is dictated by the fact that there is no sidewalk or landscaping along the north side of the road. This is due to the trail that will be constructed north of the roadway.

Please see response to comment 1-1 regarding noticing and public participation. Also see EIR Section 1.1.1 which provides a discussion of a series of community outreach meetings held to receive input regarding project alternatives.

17-8 See Section 2.4.

From: Jeff Newland [<mailto:jeff64@cox.net>]
Sent: Monday, October 17, 2011 5:01 PM
To: Rosemarie Gaglione
Cc: Laura Bridley
Subject: Ekwill Fowler Draft EIR

Community Services
City of Goleta
130 Cremona Dr., Suite B
Goleta, CA 93117

Dear Community Services:

My family has owned the parcel of land at 5544-48 for almost a century. It is a lovely old rancho with a creek and trees and nature. Even a walnut orchard once upon a time. It is now home to several families who love the quiet, serene, country feel of the place. The proposed roundabout would have a significant impact on the tranquility of the property and the peace of mind of the people who live there since a busy street that is currently about 150 feet away would be moved almost to their front doors. We would appreciate it if you could address how this property and the lives of the people who live there can be protected from the changes this project brings:

18-1

1. Noise.

No noise level readings were taken at the houses at 5544-48 Hollister Ave. Nor at the Dearborn Green Apartments next door. Without such readings on existing noise levels, how would it be possible to calculate the amount of likely increases in noise both during construction and after completion? And therefore, how would it be possible to determine what mitigation measures would be required to insure that the residents of these homes are not disturbed by excessive noise levels either during construction or after completion.

18-2

Under the heading Hollister Ave. Improvements at State Route 217-Existing Noise Conditions the EIR asserts that, "The area immediately adjacent to the westernmost proposed roundabout is primarily commercial and is not considered a sensitive receiver." Our property and the apartments and condos next door are not commercial. They are residential. Table 2-13 indicates that residences are classified as Activity Category B. Table 2-15 shows that all structures that were classified as residences all recieved Activity Category B designations. Does that not entitle our property to be so designated and tested so that accurate information is collected to inform the necessary mitigation measures?

18-3

This is a big concern and a way must be found to mitigate the noise and commotion so that people can live in their homes in peace and quiet.

2. Privacy and Traffic.

This roundabout will transform our property by literally bringing Hollister and all of the freeway offramp traffic, bicycles and pedestrians to within feet of the front doors of the residents of our property. Now they enjoy a very rural setting, a dirt road, a sense of isolation, relative quiet, and true privacy. In the near future they will experience cars and trucks spewing exhaust as they idle even after the project is done, pedestrians who stop and talk and look into their front windows, and the visual impact of concrete instead of vines and trees. What designs of the bikeways and sidewalks and streets and/or mitigations thereof can be made to preserve the private environment the residents of our property have grown to cherish?

18-4

3. Dust and Vibration.

18-5

What mitigation will be instituted to prevent dust and vibration from making it extremely difficult to live in the homes on our property during construction? Especially given how close they will be to the construction?

18-4
(cont.)

4. Light.

Currently, the homes on our property enjoy relative darkness in keeping with the rural nature of the place. How will unwanted street lighting that would disturb the residents who want to preserve their existing situation be eliminated?

18-5

5. Drainage and Runoff.

The drainage ditch on Dearborn has stopped up in the past and flooded our property. What plans are in place to avoid this problem in the future?

18-6

6. Access.

Currently, residents of our property enter their homes by a road off of Dearborn. Where will access be during construction and after completion? What will its dimensions be?

18-7

Thank you very much.

Respectfully,

Jeff Newland
(for John and Amet Newland)

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Letter 18 Responses: Jeff Newland (for John and Amet Newland), October 17, 2011

- 18-1** The comment is noted and does not comment on the content or the adequacy of the EIR.
- 18-2** This response has been divided into three subparts for clarity of response:
- 18-2(a)** Estimates of construction noise effects are based on literature values for construction activities, and the determination of potential noise impacts from construction activities does not rely upon measurements of existing noise levels. As explained in Section 2.2.6.3, there is no separate numerical standard for construction noise impacts. Section 2.2.6.4 explains that construction activity will result in short-term increases in noise levels ranging from 82 to 102 dBA. This prediction is not based on any measurements of existing noise levels. Appropriate mitigation of construction noise levels includes restrictions on the days and hours of construction activity.
- After its completion, the project is not expected to alter noise levels at the remaining residences along/adjacent to Dearborn Place. The Traffic Noise Model (TNM) results for a similar location (PL-1) at a similar distance from State Route 217 and Hollister Avenue show that the project would not change roadway noise levels significantly. Confirmation using the same TNM procedure indicates that the future peak hour noise level at the closest remaining single-family residence along Dearborn Place would be 66 dBA. Realignment of Dearborn Place as part of the project would expose the closest single-family residence to an additional 53 dBA from traffic on Dearborn Place. Because dBA are a logarithmic unit, when the difference between two values to be combined is greater than 10 dBA the smaller value has no discernable effect on the larger. Thus, the result from combining the modeled value of 66 dBA with the much smaller value of 53 dBA is still 66 dBA.
- 18-2(b)** During construction, the mitigation measures identified in the EIR Section 2.2.6.7 would apply to residences along Dearborn Place as well as throughout the project area. During operation of the project, no noise mitigation measures are necessary since the peak hour noise level (Leq) after completion of the project would be identical to that without the project: 66 dBA. (Note: Leq represents “Equivalent Continuous Noise Level” and is one of the most common statistical descriptors for traffic noise. When measured, noise levels often vary in amplitude during the period of measurement so a formula is used to convert the varying levels into a single measurement. This measurement is often regarded as the average noise level, although it is not a true average. More precisely, Leq is a parameter that calculates a constant level of noise with the same energy content as the varying acoustic noise signal being measured).
- 18-2(c)** The discussion in Section 2.2.6.2 is accurate in that the area is primarily commercial, however the text has been revised to provide more details of land uses in the vicinity of the western roundabout proposed on Hollister Avenue. As noted above, the

project is not expected to have any effect on future noise levels at the nearest single family residence. This residence is adjacent to Dearborn Place, over 100 feet north of the centerline of the proposed roundabout and approximately 40 feet from the realigned Dearborn Place. The apartments and condominiums are much farther north, and would also not be affected by the project.

Residential land uses are in “Activity Category B.” Field testing or noise measurements are not mandated at such locations. Activity Category B means that the Caltrans Noise Abatement Criteria for these locations is an hourly Leq of 67 dBA. Existing and future peak hour Leq values are expected to remain below this limit and will not be affected by the project.

- 18-3** This small pocket of residences is located adjacent to intersections of Hollister Avenue, State Route 217, and Dearborn Place and contains no scenic resources or scenic views areas that require preservation. However, the project includes landscaping along all improvements to minimize visual impacts. The proposed conceptual landscaping design (see EIR Figure 12a) includes trees and shrubs (over 30 inches in height on the northwest portion of the roundabout) designed to screen the roadways and reduce visual impacts. Refinements to the conceptual landscaping plan would be completed during final design and would include landscaping to provide screening and minimize visual impacts to these residences.

Goleta is willing to discuss landscape planning with the commenter during final design.

The project will reduce idling near the residences because existing signals will be replaced with a roundabout. The reduction in vehicle idling would improve air quality in the immediate vicinity of the roundabout. Moreover, air quality impacts of the project are less than significant. See Sections 2.2.4.4 and 2.2.4.7.

- 18-4** See response to comment 4-8 and EIR mitigation measure AQ-1 in Section 2.2.4.7. The project will comply with Santa Barbara County Air Pollution Control District requirements for dust control. Pile driving is not a part of the project construction and vibration impacts are not anticipated.

- 18-5** See Section 2.1.6.5 of the EIR for a discussion of visual impacts. Lighting will be shielded downward and existing trees and new landscaping are expected to avoid substantial impacts from glare.

Goleta is willing to discuss landscape planning and lighting with the commenter during final design.

- 18-6** The project drainage will be constructed according to current, approved standards. It is not expected to have an impact on these parcels.

- 18-7** Access to the residences will be from the realigned Dearborn Place. A curb cut will be included on the north side of the realigned Dearborn Place which will align with the commenter’s current access road. The width of the curb cut on the realigned Dearborn Drive will be the same as the existing curb cut on Dearborn. Access during

construction will be maintained, the details of which will be discussed with the commenter during final design.

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October 17, 2011

Attn: Rosemarie Gaglione
City of Goleta
130 Cremona Drive, Suite B
Goleta, Ca 93117

Re: Ekwill Street Fowler Road Extension Project
Case # 04-121-DRB, DP; EIR # 11-EIR-02

Dear Rosemarie,

We have reviewed the DEIR for the above referenced project and we welcome the benefits that these road improvements will bring to the local area. As we've discussed, the proposed improvements currently have no impact of our existing parcel lines and we look forward to working with the City during the design process in order to ensure that our property is not negatively impacted. In the interim, we would like to share with you our various comments.

19-1

1) Figure 1-7a of Appendix A for the Fowler Road Extension includes text that states "Kellog Avenue Improvements by others". Who will be completing these improvements and will they be completed concurrently with the proposed Fowler Road work? If not, will these improvements results in temporary conditions that may impact the existing access to our property by our employees, vendors , customers or emergency vehicles? Also, will the Kellog Avenue Improvements include an extension of or a transition for the termination of the sidewalks, bike paths and the landscaping proposed along the entire section of the new Fowler Road (old South Street section)?

19-2

2) In reviewing Figure 1-6, please identify the distance from the Fowler Road right of way to our property at the closest point.

19-3

3) Figure 1.6 and 1.7b of Appendix A detail the location of the proposed Fowler Road realignment which preserves the "wetlands" area north-east of the proposed traffic roundabout. We believe it's important to maintain this alignment and applaud your efforts to preserve these existing wetlands, despite the fact that the boundary of the roadway may need to exceed the City's current right of way line on the south side of Fowler Road.

19-4

4) As we've discussed, we have reviewed and commented on the pending DEIR for the proposed recycling facility on the adjacent property and we believe it is important that the City take a long term perspective and look at the "big picture" when considering infrastructure improvements.

19-5

5) The 1st paragraph on Page 7 of Chapter 1 describes the Fowler Road Improvements and states that "The portion of Fowler Road from Technology Drive to Kellog Avenue would be built on the same alignment as the existing South Street." However based on Figure 1-6, we understand that a portion of the new road alignment will be south of its current location, yet still located with the existing public right-of-way?

19-6

6) The 4th paragraph on Page 7 of Chapter 1 indicates "The existing roads feeding into the new roundabout would be modified about 200 feet from the roundabout". Given the condition of the existing South Street roadbed and the proposed improvements, please confirm that the entire new Fowler roadway will include new paving (along with the new sidewalks, bike paths and the landscaping) up to its transition point with Kellog Avenue.

19-7

7) The 1st paragraph on Page 8 of Chapter 1 indicates that a new center median will be built on a section of Fowler Drive that will be located east of the intersection with Technology Drive. Please confirm that this median will not impact access to our site for vehicles that would traveling south on Kellog Drive. Also, we recommend that as part of the transition with Kellog Avenue, you give strong consideration to adding a turn pocket for access into our site. Given the anticipated increase in traffic on Kellog and Fowler as a result on the proposed improvements, a turn pocket may be warranted to accommodate the traffic flows.

Thank you for providing us with the opportunity to provide our comments and we look forward to working with you in the future.

Respectfully,



Robert Atkinson
SVP Development

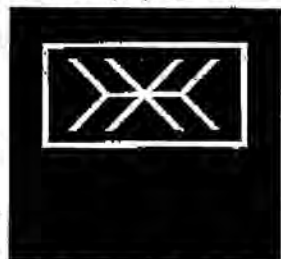
cc: Laura M. Bridley, City of Goleta
Bill Vierra, SyWest Development

Letter 19 Responses: Robert Atkinson, SyWest Development, October 17, 2011

- 19-1** Comments are hereby noted. No analysis or response is required.
- 19-2** Kellogg Avenue improvements shown on Figure 1-7a are not part of the Ekwill/Fowler Project (e.g., the San Jose Creek Capacity Improvement Project). Such improvements are expected to take place before construction of the Ekwill/Fowler Project. Existing improvements will remain along Kellogg Avenue where it meets the new Fowler Road extension.
- 19-3** At its closest point, the Fowler Road right-of-way is approximately 55 feet from the SyWest property line at the west end of existing South Street.
- 19-4** The comment is noted. The EIR addresses the Fowler Road Extension Alternative.
- 19-5** The comment is noted. There was no specific comment about the EIR and no analysis or response is required.
- 19-6** 1.3.1 and Figure 1-6 have been slightly revised to clarify the relationship of the Fowler Road alignment to the existing South Street.
- 19-7** The entire new Fowler roadway will include new paving, sidewalks, bike lanes, and landscaping up to its transition point with Kellogg Avenue. This is the case for both the project and the Fowler Road Extension Alternative alignments.
- 19-8** No physical barriers to turns are proposed. Project medians would be striped rather than raised, and the bulleted text in Section 1.3.1 has been revised to clarify this.
- A left-turn pocket would be considered during final design.

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**RACHEL
TIERNEY**



CONSULTING

20



October 17, 2011

VIA Facsimile (805) 685-2635
Attention: Ms. Laura Bridley
Community Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Comments on the Ekwil/Fowler Draft Environmental Impact Report (DEIR)

Dear Ms. Bridley,

I am a biologist working with a consultant team on the preparation of a development proposal for Key Site 7A located in the industrial area of Goleta Old Town. The proposed Ekwil/Fowler road improvements abut Key Site 7A at its north and south ends, respectively. I have studied the biological resources of the Key Site 7A property as part of the consultant team. I reviewed the biological analysis and technical biological report in the Ekwil/Fowler DEIR, and have the following comments.

The DEIR identifies the southerly boundary of the property as a drainage tributary to Old San Jose Creek. In reality this feature is nothing more than a manmade drainage ditch that was created several decades ago and has been annually maintained over this period to address severe drainage problems in the southern industrial portion of the Goleta Old Town Redevelopment Area.

Prior to the 1990's, floodwater sheet-flowed more or less evenly over the Key Site 7A property. The flooding problems started after the property became a deposit site for silt that was dredged from the Goleta slough. The silt material was transferred to Key Site 7A and spread 3 to 4 feet thick over portions of the property. This effectively created a barrier for stormwater, with the result that subsequently all flows were directed to the corner of Technology and proposed Fowler Road rather than over the property and into Old San Jose Creek. (Santa Barbara Flood Control, 2011).

The drainage channel is about 6 feet wide and collects sheet flow during storm events. If not maintained, a sizeable "lake" floods the Key Site 7A property, surrounding properties, and businesses during these storm events. Area property owners have annually performed maintenance of the channel, including grubbing to remove silt and vegetation and to maintain an adequate elevation fall from the street (Technology Drive) to Old San Jose Creek. Although a fence was erected to prevent access to the Key Site 7A property at this location, the fence has been repeatedly torn down in recent years,

20-1

20-2

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California
93102

E-mail
ractler@yahoo.com

011433\0001\595768.6

and large wheeled 4x4 trucks and motorbikes have accessed the drainage ditch. As a result, the ditch bottom is extremely degraded.

Proposed development for Key Site 7A will include drainage improvements that will provide long-term benefits to Key Site 7A and the surrounding properties. Improvements include a series of bioswales and detention basins along the perimeter of the site that will incorporate native vegetation into the stormwater treatment. In addition, the construction of proposed Fowler Road in this area will re-route drainage away from this area. With these improvements, stormwater from the street will no longer "pond" at the corner of Technology and proposed Fowler Road, and any vegetation associated with increased moisture in this area will disappear.

20-2
(cont.)

The Natural Environmental Study (2010) prepared for the DEIR refers to the ditch as "waters of the US." However, I believe this is a misapplication of the term. The updated EPA Draft Guidance on Identifying Waters Protected by the Clean Water Act (June 27, 2011) provides a clear definition of what kind of tributary could fall under the term "waters" under this federal protection policy:

Section 4: Tributaries

... "A water may be a tributary if it contributes flow to a traditional navigable water or interstate water, either directly or indirectly by means of other tributaries. A tributary can be a natural, man-altered or man-made water body.

Non-tidal ditches (including roadside and agricultural ditches) are also not tributaries except where they have a bed, bank, and ordinary high water mark; connect directly or indirectly to a traditional navigable or interstate water; and have one of the following five characteristics:

20-3

- Natural streams that have been altered (e.g., channelized, straightened or relocated);
- Ditches that have been excavated in waters of the U.S., including wetlands;
- Ditches that have relatively permanent flowing or standing water;
- Ditches that connect two or more jurisdictional waters of the U.S.; or
- Ditches that drain natural water bodies (including wetlands) into the tributary system of traditional navigable or interstate water.

The ditch discussed above, identified as a "drainage tributary" and as "waters of the United States" in the DEIR, has none of the EPA tributary characteristics, and therefore does not constitute "waters of the United States."

Please let me know if you have any questions.

Sincerely,

Rachel Tierney

Letter 20 Responses: Rachel Tierney, Rachel Tierney Consulting, October 17, 2011

- 20-1** Supplemental field investigations conducted in September and October 2011 confirm that the drainage exhibits alteration on the southern bank as well as signs of chronic disturbance along the channel bottom. Vegetation within the channel is hydrophytic, but is dominated by weedy, mostly annual, herbaceous species. Shrubs and trees are absent from the channel bed and banks, with the exception of a stand of arroyo willow trees on the northern bank at the eastern edge of the drainage.

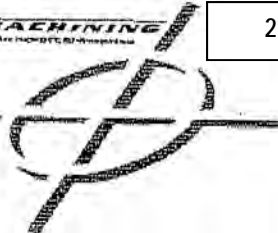
A review of historic aerial photographs of the drainage location dating from the 1930s to the present indicated that the drainage did not become visible until the 1990s; from that time until 2009, the drainage was lined with willow woodland vegetation along both banks. By August 2010 the willow woodland vegetation along the southern bank was no longer present, while vegetation on the northern bank was reduced to its current extent in 2011. These observations suggest that the drainage channel may indeed be manmade, and that changes have occurred over time. The EIR has been revised to reflect this information.

- 20-2** Comment noted. As the comment does not address the content or adequacy of the EIR, no response is required. Please note, however, that the EIR includes an analysis of the Fowler Road Extension Alternative that would fill in the ditch and replace its drainage functions with design features that would be identified in final design. These features would be designed to alleviate storm water flooding at this location.
- 20-3** The City of Goleta concurs that the feature may not be subject to federal jurisdiction. The maps and acreages in the EIR have been revised to reflect this change; however, the final determination as to whether the drainage is jurisdictional will be made by the U.S. Army Corps of Engineers and the Environmental Protection Agency during the Section 404 permitting process. Goleta notes that the drainage remains subject to the permitting authority of the California Department of Fish and Game, the California Coastal Commission, and the Central Coast Regional Water Quality Control Board regardless of its federal status.

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TRUE PRECISION MACHINING
An ISO 9001:2008 Company

21



Community Services
130 Cremona Drive, Suite B
Goleta, Ca. 93117

Attn: Laura Bridely

Greetings,

Thank you for the opportunity to express concerns about potential hazards to our business operation during construction of the Elkswill Street and Fowler Road Extension Project; Case No. 04-121-DRB, DP; EIR #11-EIR-02.

True Precision Machining is a manufacturing company located along the proposed construction path specializing in the high end aerospace, defense and medical industries.

This type of manufacturing requires a stable environment, climatic and seismic, and is sensitive to outside influences of same.

Regarding the proposed construction project, we request a response from city planners to the following issues that may have an adverse impact on the economic health of our business.

Briefly, our concerns are as follows:

Ambient vibration, via ground and air, that may affect machine accuracy

Dust and other airborne particles that may affect machinery accuracy and human health

Roundabout design must not inhibit access into and exiting the facility via semi truck

Access to facility during construction for employees and deliveries made via semi truck

Thank you for your time in this matter, should there be further questions or comment please don't hesitate to call.

Sincerely,
Mark A Brown

General Manager
True Precision Machining

True Precision Machining Phone (805) 964-4545 Fax (805) 967-1914
601-A Pine Ave Goleta, CA 93117

21-1

21-2

21-3

21-4

21-5

Letter 21 Responses: Mark A. Brown, General Manager, True Precision Machining, October 17, 2011

- 21-1** The comments are noted. Responses to the comments are provided below in responses 21-2 through 21-5.
- 21-2** Pile drivers and or other similar high-vibration-generating equipment will not be used for this project. See response to comment 15-5. Only grading and paving will be performed, which is not expected to generate vibration impacts. As indicated in the first page of Chapter 2 of the EIR, the project is included in the Goleta General Plan/Coastal Land Use Plan and technical studies for the project, as well as the expected construction methods associated with the EIR, did not identify any vibration impacts.
- 21-3** See response to comment 15-5. The EIR addresses Air Quality in Section 2.2.4 and construction activities associated with the project would generate odors, airborne dust, and temporary emissions of air pollutants from vehicle exhaust. The construction emissions would be below thresholds. The project will comply with all Santa Barbara County Air Pollution Control District requirements regarding dust control. See Sections 2.2.4.4 and 2.2.4.7 for a discussion of air quality impacts and mitigation measures. Impacts are less than significant.
- 21-4** See response to comment 15-1.
- 21-5** See responses 15-1 and 15-6. Access will remain open during construction.

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From: peter hunt [mailto:architect789@gmail.com]

Sent: Saturday, October 15, 2011 5:02 PM

To: lbridley@cityofgoleta.org; rgaglione@cityofgoleta.org

Cc: Randall Fox

Subject: Alternate Road Location draft EIR comments

Attachments: Rev Comments Draft EIR EKW-1.doc (30 KB); Archaol, Resources Assessm-1.pdf (8 MB); Revised_Initial_Study.pdf (1 MB); Alt Road Locn draft EIR co-1.jpg (2 MB)

22

**ARCHITECT PETER WALKER HUNT AIA
POST OFFICE BOX 92045
SANTA BARBARA CALIFORNIA 93190
(805) 965-5600**

October 15, 2011

**Laura Bridley
City of Goleta
sent as e-mail attachment**

Dear Laura -

RE: Comments to Draft Environmental Impact Report prepared for the City of Goleta, Ekwill and Fowler Road Extension Project, SCH No. 2004061072, August 2011

My firm would like to comment on the EIR's thorough assessment of all reasonable alternatives to the proposed projects. We see the historic crossing of Old San Jose Creek is along Fairview Avenue. It functioned (as appears in early 20th century aerial photos) as both a farm access road as well as serving La Goleta Storage Facility.

We ask historic Fairview Avenue (now terminated at Old San Jose Creek) and south of the proposed Fowler Road extension be considered an Alternate Location.

The earliest referenced photo dates to 1929 and clearly shows Fairview Avenue crossing Old San Jose Creek and extending more than a quarter of a mile before the photo is cropped on the southeast as it approaches La Goleta. Since a Gas Company road is currently maintained directly parallel and adjacent to Old San Jose Creek on the south of the creek and the historic Fairview Avenue right of way is directly to the north of the creek, many of the bureaucratic hurdles are diminished with this Alternate Location.

Other historic photos from 1938, 1942, and 1950 clearly show Fairview Avenue bisecting land that will accommodate Highway 217. (reference: Archaeological Resources Assessment Dudek June 18, 2010 pages 14-17)

A more recent photo (2006) of the area clearly allows us to depict an Alternate Location for the Extension Project. This route utilizes about 500 lineal feet of old Fairview Avenue after crossing Old San Jose Creek. Our Alternate Location, as it approaches new San Jose Creek which is adjacent to Highway 217, then turns northeasterly and runs about 1000 feet between the Creek and the old drive-in theatre. Here our Alternate Location becomes an extension of South Kellogg Avenue because it is in direct alignment. (photo reference: City of Goleta Revised Initial Study June 24, 2011 South Kellogg Recycling Facility page 52)

Beneficial features of this Alternative include historic use right of way of an environmental feature, enhanced local and regional commercial access, and aesthetic considerations.

Sincerely

**Peter W. Hunt
enclosure**

cc: Rosemarie Gaglione

Architect Peter Walker Hunt AIA
1303 B State Street
P.O. Box 92045
Santa Barbara, CA 93190
email: peter@peterwalkerhunt.com
phone: 805-965-5600
www.PeterWalkerHunt.com

22-1

Letter 22 Response: Peter Hunt AIA, October 17, 2011

22-1 The suggested alignment does not meet the project objectives identified in Section 1.2 of the EIR. The suggested location also is not consistent with existing plans and policies of the City of Goleta or the County of Santa Barbara. Compared to the project and the Fowler Road Extension Alternative analyzed in the EIR, the suggested location would greatly increase the length of the roadway pavement, which can be expected to increase construction costs beyond available funding, and would infringe on the County of Santa Barbara's existing maintenance road used to dredge San Jose Creek, thereby impeding maintenance access. The suggested location would greatly increase the amount of impervious surface of the project, which could negatively affect hydrology and drainage. It is also likely that additional biological resources impacts could occur due to the extended length and location of the roadway. The obligation under CEQA is to provide a range of reasonable alternatives. Based on the above, this suggested location would not be included in the range of reasonable alternatives to the project and is not analyzed further.

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Environmental Hearing MINUTES

MONDAY, September 19, 2011, 6:00 P.M.

**GOLETA CITY HALL
130 CREMONA DRIVE, SUITE B, GOLETA, CALIFORNIA**

**Environmental Hearing Officer
Steve Chase**

A. CALL MEETING TO ORDER

The meeting was called to order at 6:03 p.m. by Patricia Miller, Current Planning Manager.

Patricia Miller, Current Planning Manager, stated that she will serve as the Environmental Hearing Officer at the Environmental Hearing on behalf of Steve Chase, Director of Planning and Environmental Services.

Staff present: Patricia Miller, Current Planning Manager; Steve Wagner, Director of Community Services; Laura Bridley, Contract Project Planner; Gerald Comati, Contract Project Manager; Craig Woodman, URS, Environmental Consultant; and Linda Gregory, Recording Clerk.

B. PUBLIC HEARING

B-1. Ekwil Street and Fowler Road Extensions Project; Ekwil Street and Fowler Road from Kellogg Avenue to Fairview Avenue; Hollister Avenue from Kellogg Avenue to State Route 217 Northbound Onramp

Construction of two new roadways and operational improvements that include the extensions of Fowler Road from the existing South Street stub to existing Fairview Avenue, Ekwil Street from the existing Kellogg Avenue intersection with Kellogg Way westward to connect to Fairview Avenue, roundabouts at the intersections of Fowler Road and Fairview Avenue, Ekwil Street and Pine Avenue, and at the intersections of Hollister Avenue with State Route 217 on and off ramps, and the extension of the existing northbound right turn lane for Kellogg Avenue onto Hollister Avenue. The two new roadway extensions would contain one lane in each direction, left turn pockets, bike lanes, and sidewalks on both sides of the street and extensive landscaping. The project also includes construction of a portion of the Old San Jose Creek trail along Ekwil Street.

Environmental Hearing – Minutes

September 19, 2011

Page 2 of 4

M

A Draft Environmental Impact Report has been prepared pursuant to the requirements of the State Guidelines for the Implementation of the California Environmental Quality Act. Potentially significant effects on the environment are anticipated in the following areas: **Cultural Resources, Hydrology and Water Quality, Air Quality, Noise, and Biological Resources.**

Public hearing opened at 6:05 p.m. by Patricia Miller, Environmental Hearing Officer.

Patricia Miller, Environmental Hearing Officer, stated that the purpose of the Environmental Hearing is to receive comments on the adequacy of the Draft Environmental Impact Report. She explained the procedures for the environmental hearing. She announced that interested persons who did not receive a notice of the environmental hearing, or see the notice in the newspaper, may contact the Community Services Department staff to be placed on a mailing list for future notifications.

Staff speakers:

Patricia Miller, Environmental Hearing Officer
Steve Wagner, Director of Community Services
Gerald Comati, Contract Project Manager
Craig Woodman, URS, Environmental Consultant

Steve Wagner, Director of Community Services, introduced the project team.

Gerald Comati, Contract Project Manager for the City of Goleta Department of Community Services, presented the project description. Craig Woodman, URS, Environmental Consultant, presented analysis and issue areas of the Draft Environmental Impact Report (DEIR).

Speakers:

Randall Fox, representing Reetz Fox & Bartlett LLP, commented:

1. The Draft Environmental Impact Report (DEIR) overstates the environmental impacts of the proposed projects. He believes there is a baseline error with respect to the biological resources along the proposed Fowler Road section, and the DEIR shows a much greater impact on biological resources than would occur, near the Fowler Road site. In order to be adequate, the DEIR would need to have a new site visit and a new assessment conducted in order to accurately show the baseline as it exists today. M1-1
2. The DEIR does not contain an adequate discussion of alternatives. The study is inaccurate, and a summary dismissal of the alternatives in the manner proposed is not appropriate because it does not give the decision makers the kind of information they need in order to make a well reasoned decision as to which project they think is best. There is a need to study alternatives such as the historic proposed alignment of Fowler Road slightly north of the project as described, straight through to Fairview Avenue, that is available from historic documents. He can provide more information, if needed. M1-2
3. If the road alignment goes through at the proposed location as outlined in the DEIR, it will result in the removal of the proposed South Kellogg Recycling Facility Project, and the benefits achieved by that facility will be lost without consideration in this DEIR. He M1-3

believes the benefits should be included in the DEIR and should be acknowledged as being lost. Those benefits include: a) a local source for road repair materials; b) less traffic trips for hauling concrete and used road materials either to the dump, to Ventura or to Santa Maria for recycling; c) less traffic trips would mean less air quality impacts, less heat and global warming impacts, and less traffic accidents.

M1-3
(cont.)

Michael Pollard, managing member of Kellogg Avenue LLC, commented:

1. The owner of the property that the proposed Fowler Road extension would go through is concerned that it would eliminate the potential for the project that the owner currently has in process, and property owner does not want to see that happen. M2-1
2. He requested that just one name be given to the road for clarification. He noted that the addresses on the east side of San Jose Creek have always been Kellogg Avenue. M2-2
3. He does not agree with the language on page 13 of the DEIR that indicates the project is considered the only design that meets the purpose and objectives and is supported by all stakeholders. He believes there are other ways to look at this, especially to save costs. He thinks Kellogg Avenue LLC is a stakeholder but has not been treated as a stakeholder in this process. M2-3
4. He does not approve of the alignment studied in the DEIR, and believes the original alignment needs to be looked at. He has been involved with design of the extension of Fowler Road since the 1970's. While the County was studying the extension of South Kellogg Avenue, it went straight following the existing alignment, and used the 1,000-foot radius to tie into the San Pedro Creek bridge, and then later on, into a roundabout type structure. The reason the bridge over the creek is at the angle is to take advantage of the right-of-way that he dedicated for the extension of South Kellogg Avenue in the 1970's. M2-4
5. Approximately three years ago, he received an update Notice of Preparation (NOP) of the DEIR for this project which informed that a small alignment shift had been made to the extensions of both Kellogg Avenue and Ekwil Street. Kellogg Avenue was being aligned so as not to utilize the right-of-way that Kellogg Avenue LLC had granted, but instead shifts the road about 100 feet south through the center of their property. Ekwil Street was shifted north to follow the bank of the creek. He noted that the NOP indicated that the realignment would result in two main benefits, one of which is the preservation of the development potential of the property through which the street is proposed by locating the proposed Ekwil Street along one of the sides of the property and not through the middle of it. He sent a letter to the City of Goleta disapproving the alignment of Fowler Road and South Kellogg Avenue, and requesting that the development potential of his property be preserved as well. M2-5
6. He understands the reason for the realignment of South Kellogg Avenue was willows that grew up near the proposed Fowler Road alignment. Most of those willows have been removed which he believes makes it a lot more feasible for the extension of South Kellogg Avenue to go where the right-of-way has already been dedicated. M2-6
7. He noted if the South Kellogg Recycling Facility Project is not completed, the mitigation that is required to remediate parts of Old San Jose Creek will not be done. M2-7
8. He is more than willing to protect his property rights and file litigation on this project if things, including the alignment of Fowler Road, do not get straightened out. M2-8

Public hearing closed at 6:28 p.m. by Patricia Miller, Environmental Hearing Officer.

Environmental Hearing – Minutes

September 19, 2011

Page 4 of 4

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Patricia Miller, Environmental Hearing Officer, announced that the public comment period will close on October 17, 2011, at 5:30 p.m.

C. ADJOURNMENT: 6:30 P.M.

Meeting Minutes Responses: Public Hearing, Ekwill Street and Fowler Road Extensions Project, City of Goleta, September 19, 2011

Speaker: Randall Fox, representing Reetz, Fox and Bartlett, LLP

M1-1 The commenter states that he believes the baseline to be in error, and that the EIR overstates biological impacts. See response 12-10.

M1-2 The commenter states that the Draft EIR does not contain an adequate discussion of alternatives. See responses 12-4, 12-5, and 12-7.

M1-3 The commenter states that the proposed South Kellogg Recycling Facility Project would be lost if the Fowler Road alignment goes through at the proposed location, and states that beneficial impacts that would not occur if the project is lost be included in EIR analysis. See responses 12-15 and 17-8.

Speaker: Michael Pollard, managing member of Kellogg Avenue LLC

M2-1 The commenter expressed concern that if the proposed Fowler Road extension goes through it would eliminate the potential for a project the owner currently has in process. He does not want to see that happen. See response 17-8.

M2-2 The commenter asked that just one name be given to the road for clarification, and noted that addresses on the east side of San Jose Creek have always been called Kellogg Avenue. The comment is noted. See responses 8-3 and 9-1.

M2-3 The commenter disagrees with language in the EIR that indicates the project is the only design that meets the purpose and objectives, and thinks that Kellogg Avenue LLC is a stakeholder but has not been treated as a stakeholder in this process. See responses 12-4, 12-7, 17-1, 17-3, 17-4, and 17-5.

M2-4 The commenter does not approve of the project alignment. He shares information about his involvement and understanding of the project's progression since the 1970s. See responses 12-4, 12-5, and 17-3.

M2-5 The commenter notes a letter sent to the City of Goleta disapproving of the alignment of Fowler Road and South Kellogg Avenue, noting that one benefit stated for the slight shifting of Ekwill Street was to preserve development potential of an adjacent property. He requests that the development potential of his property be preserved as well. See responses 12-4 and 17-7.

M2-6 Commenter notes that willows identified in the project setting information have been removed, which he believes makes the extension of South Kellogg along existing right-of-way more feasible. See responses 12-11 and 17-2.

M2-7 The commenter states that if the recycling center project is not completed, remediation of parts of Old San Jose Creek will not be done. The comment is noted.

M2-7 The commenter asserts a willingness to litigate regarding the alignment of Fowler Road. The comment is noted.

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Chapter 7. List of Preparers

This document was prepared by the following organizations and individuals:

City of Goleta

Rosemarie Gaglione, Capital Improvement Program Manager; [PEP.E.](#) Civil Engineering, B.S. Environmental Engineering, A.S. Mathematics and Physical Science; 17 years of experience in public works projects. Contribution: Oversaw the project for Goleta and reviewed key sections of the EIR.

Gerald Comati, Project Manager, Transportation Engineer; P.E. Civil Engineering, M.S. Civil Engineering (Construction Engineering and Management), B.S., [M.A.](#) Civil Engineering; [2928](#) years of experience in infrastructure project delivery with predominant focus on transportation in California. Contribution: Managed the project design and preparation of the Traffic Report; managed all consultants, prepared the Hazards and Hazardous Material Technical Memorandum, and reviewed key sections of the EIR. Finalized the Traffic and Transportation section of the EIR, and prepared the Traffic Impact Analysis errata sheet.

Laura Bridley, AICP, Contract, City of Goleta Community Services and Planning and Environmental Services Departments; B.S. Geography; 27 years of experience in land use and transportation planning. Contribution: Reviewed all sections of the EIR.

Anne Wells, Advance Planning Manager, Planning and Environmental Services Department; B.A. Geography and Environmental Studies, Wetland Delineation Certification; 20 years of experience in land use planning and biological sciences. Contribution: Reviewed key sections of the EIR.

Joanna Smith, esq. Assistant City Attorney, City of Goleta; J.D.; M.A. Dispute Resolution; B.A. Business Administration. 5 years experience in CEQA compliance. Contribution: EIR legal review.

URS

Craig Woodman, California Environmental Quality Act/National Environmental Policy Act Project Manager. URS Corporation. M.A., Anthropology, BA, Anthropology; 25 years of California Environmental Quality Act experience and over 30 years of cultural resources experience. Contribution: Managed preparation of the EIR and all technical reports, reviewed all sections, and prepared chapters 3, 4, and 5. Co-authored the Historic Property Survey Report, Archaeological Survey Report, and the EIR Cultural Resources section.

Matthew O'Brien, Vice President, Environmental Manager. URS Corporation. M.S., Soil Science; 17 years of environmental planning experience. Contribution: Principal-In-Charge. Assisted with finalization of Hydrology and Floodplain and Water Quality and Storm Water Runoff sections of the EIR.

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Manager, prepared the Growth, Community Impacts, Land Use, Energy, and Cumulative Impacts sections of the EIR.

Matthew Dunn, Regulatory Compliance Specialist/Senior Chemical Engineer. URS Corporation. B.S. Chemical Engineering; 27 years of environmental planning experience. Contribution: prepared the Air Quality section of the EIR.

William O’Braitis, CEG, REA, Senior Geologist. Manager of Environmental Geosciences, URS Corporation. B.S. Geology; 22 years of geology experience. Contribution: prepared the Geology/Soils/Seismic/Topographic section of the EIR.

Cynthia Gabaldon, P.E., Senior Engineer. URS Corporation. B.S., Civil Engineering, 15 years of engineering experience. Contribution: Assisted with the Hydrology and Floodplain, Geology, and Water Quality and Storm Water Runoff sections of the EIR.

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Appendix A Figures

List of Figures

- Figure 1-1 Site Location Map
- Figure 1-2 City of Goleta Sub-areas, Including Old Town
- Figure 1-3 Project Overview
- Figure 1-4 Existing Conditions
- Figure 1-5 Project and Jurisdictional Boundaries
- Figure 1-6a [Proposed Fowler Road Extension](#)
- [Figure 1-6b Fowler Road Extension Alternative](#)
- Figure 1-7a Proposed Fowler Road [Extension Culvert](#) Plan and Profile ([Kellogg Avenue to Technology Drive](#))
- Figure 1-7b Proposed Fowler Road [Extension Culvert](#) Plan and Profile ([Technology Drive to Fairview Avenue](#))
- [Figure 1-7c Fowler Road Extension Alternative Plan and Profile \(Technology Drive to Fairview Avenue\)](#)
- Figure 1-8 Typical Road Sections – Proposed Fowler Road Extension
- Figure 1-9 Typical Roundabout Sections
- Figure 1-10 Proposed Ekwill Street Extension
- Figure 1-11 Proposed Ekwill Street at Pine Avenue [Culvert](#) Plan and Profile
- Figure 1-12 Proposed Ekwill Street Culvert Plan and Profile
- Figure 1-13a Typical Road Sections – Proposed Ekwill Street Extension
- Figure 1-13b Typical Road Sections – Proposed Ekwill Street Extension
- Figure 1-14 Proposed Hollister Avenue Improvements
- Figure 1-15 Pedestrian Crossing Plan and Profile
- Figure 1-16 Proposed Kellogg Avenue Improvements
- Figure 1-17 Kellogg Avenue Proposed Parking
- Figure 2-1 Land Use in the Project Area
- Figure 2-2 Zoning in the Project Area
- Figure 2-3 Future Land Uses in the Vicinity
- Figure 2-4 Airport Approach Zone
- Figure 2-5 Agricultural Parcels and Soils
- Figure 2-6 Farmland Mapping and Monitoring Program Data
- Figure 2-7 Study Intersection Locations
- Figure 2-8 Existing Conditions – Peak Hour Intersection Volumes
- Figure 2-9 Fowler Road – Key Viewpoints
- Figure 2-10 Ekwill Street – Key Viewpoints
- Figure 2-11 Hollister Avenue – Key Viewpoints
- Figure 2-12a Preliminary Landscaping Plans
- Figure 2-12b Preliminary Landscaping Plans
- Figure 2-12c Preliminary Landscaping Plans
- Figure 2-12d Preliminary Landscaping Plans
- Figure 2-12e Preliminary Landscaping Plans

Figure 2-12f Preliminary Landscaping Plans

Figure 2-13 Historic-period Resources

Figure 2-14 Noise Analysis Locations

Figure 2-15 Vegetation Map of the [Proposed](#) Ekwil Street [Extension](#) Area

Figure 2-16 Vegetation Map of the [Proposed](#) Fowler Road [Extension](#) Area

Figure 2-17 Vegetation Map of the [Proposed](#) Hollister/Kellogg Area

Figure 2-18 Overview of [Proposed Project](#) Impact Areas on Other Waters of the U.S.,
CCC Wetlands, and Willow Riparian Woodland Habitat

[Figure 2-19 Vegetation Map of the Fowler Road Extension Alternative Area](#)

[Figure 2-20 Overview of the Fowler Road Extension Alternative Impact Areas on
Other Waters of the U.S., CCC Wetlands, and Willow Riparian
Woodland Habitat](#)

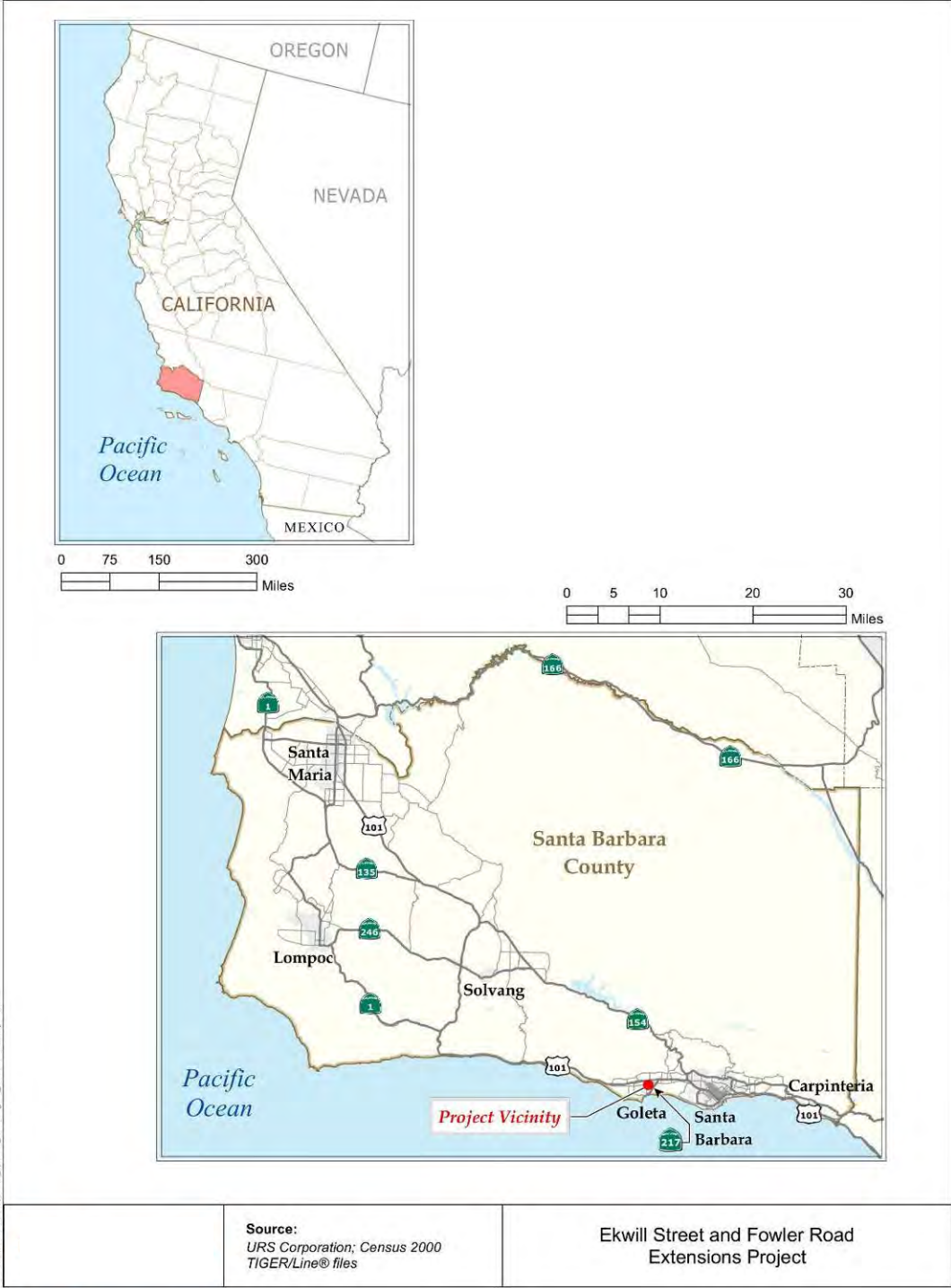


Figure 1-1 Site Location Map

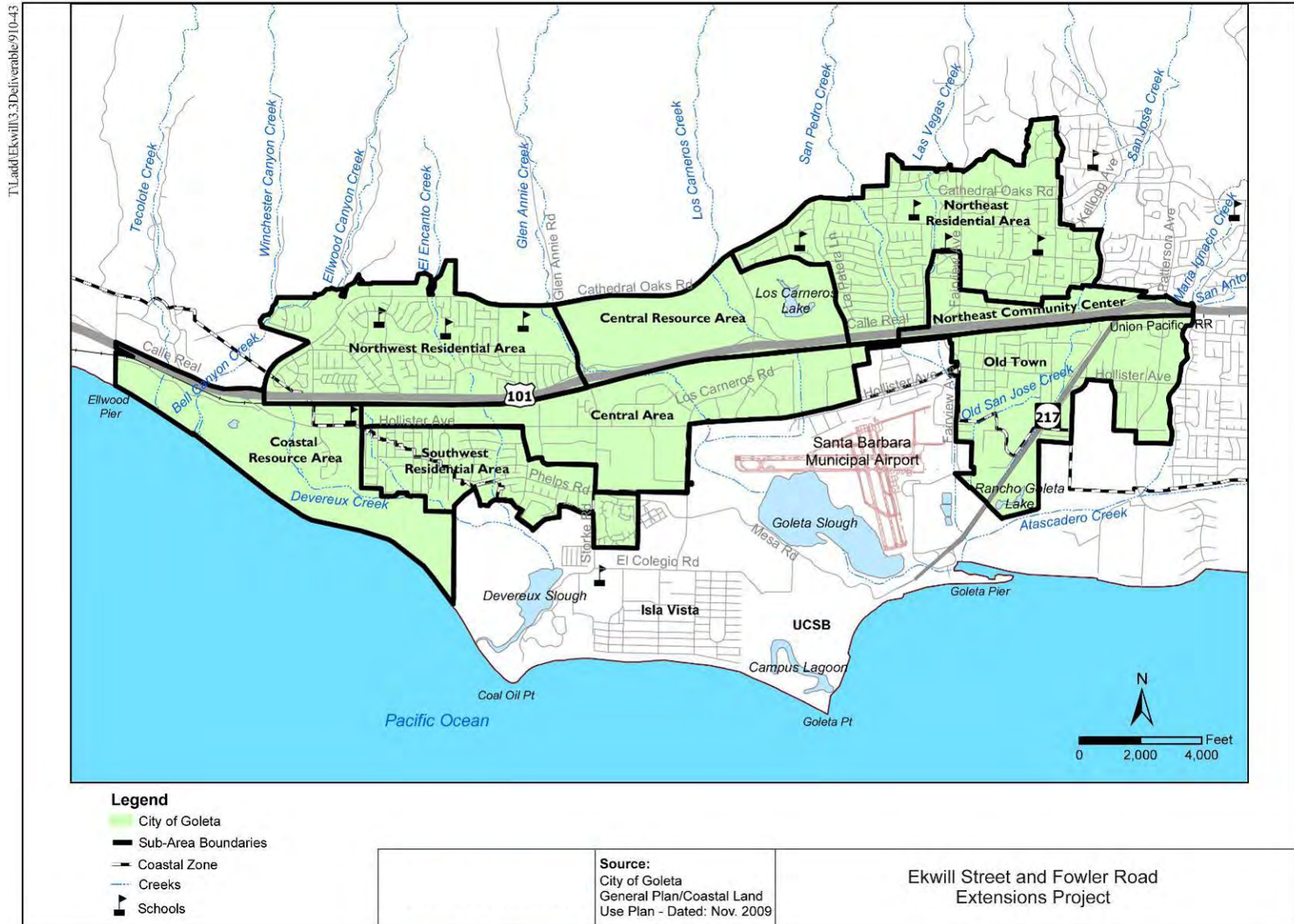


Figure 1-2 City of Goleta Sub-areas, Including Old Town

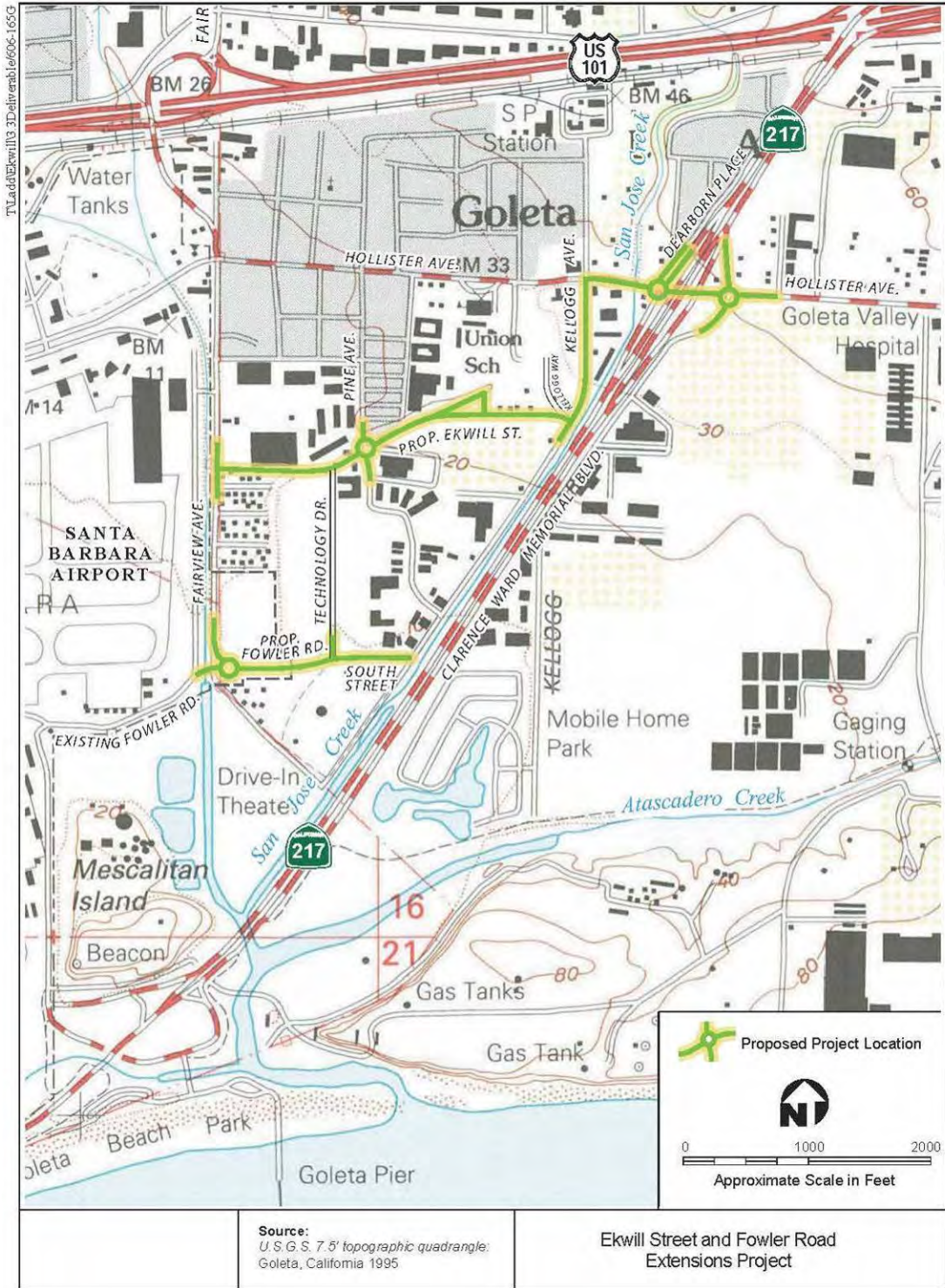


Figure 1-3 Project Overview



Figure 1-4 Existing Conditions



Figure 1-5 Project and Jurisdictional Boundaries

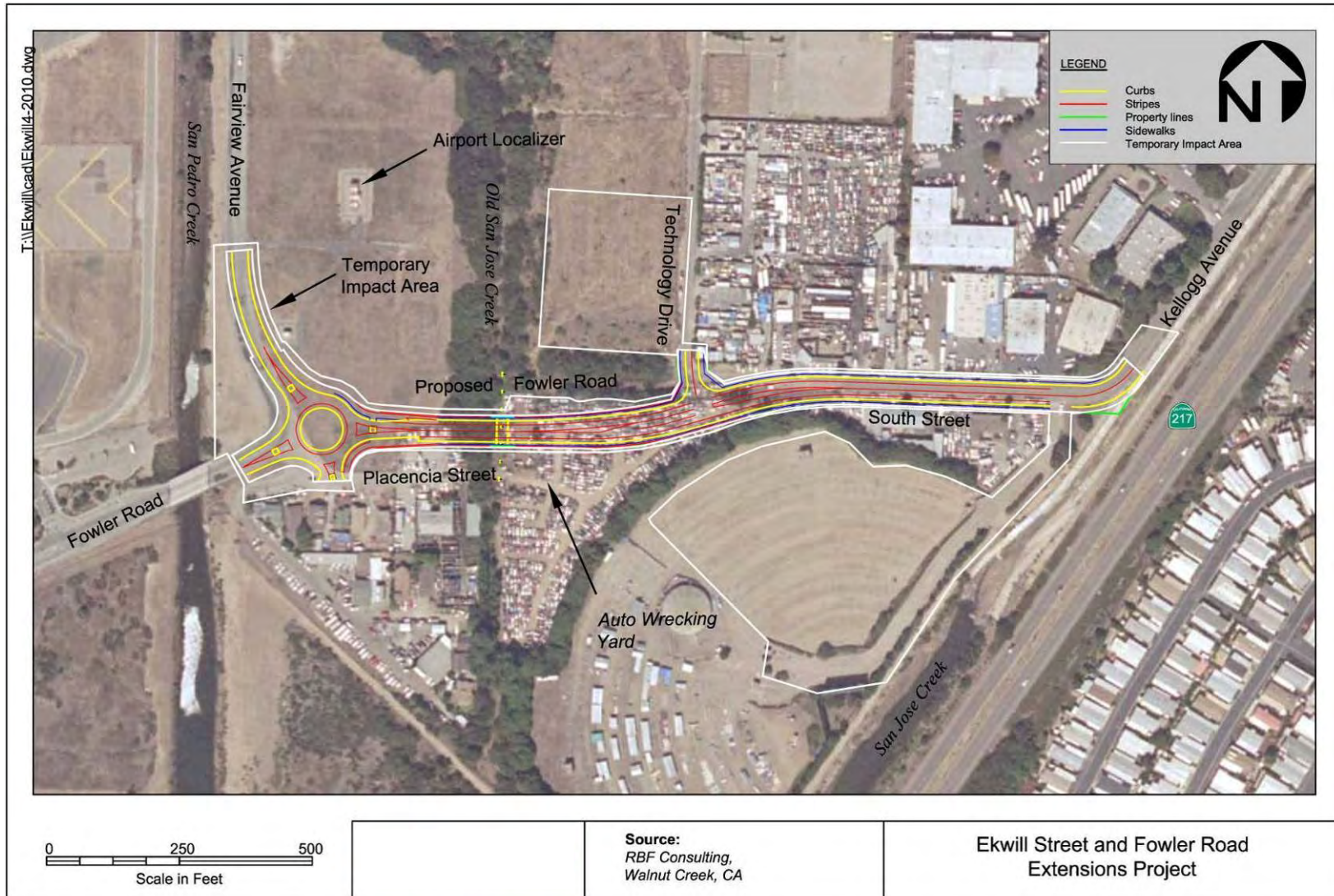


Figure 1-6a Proposed Fowler Road Extension

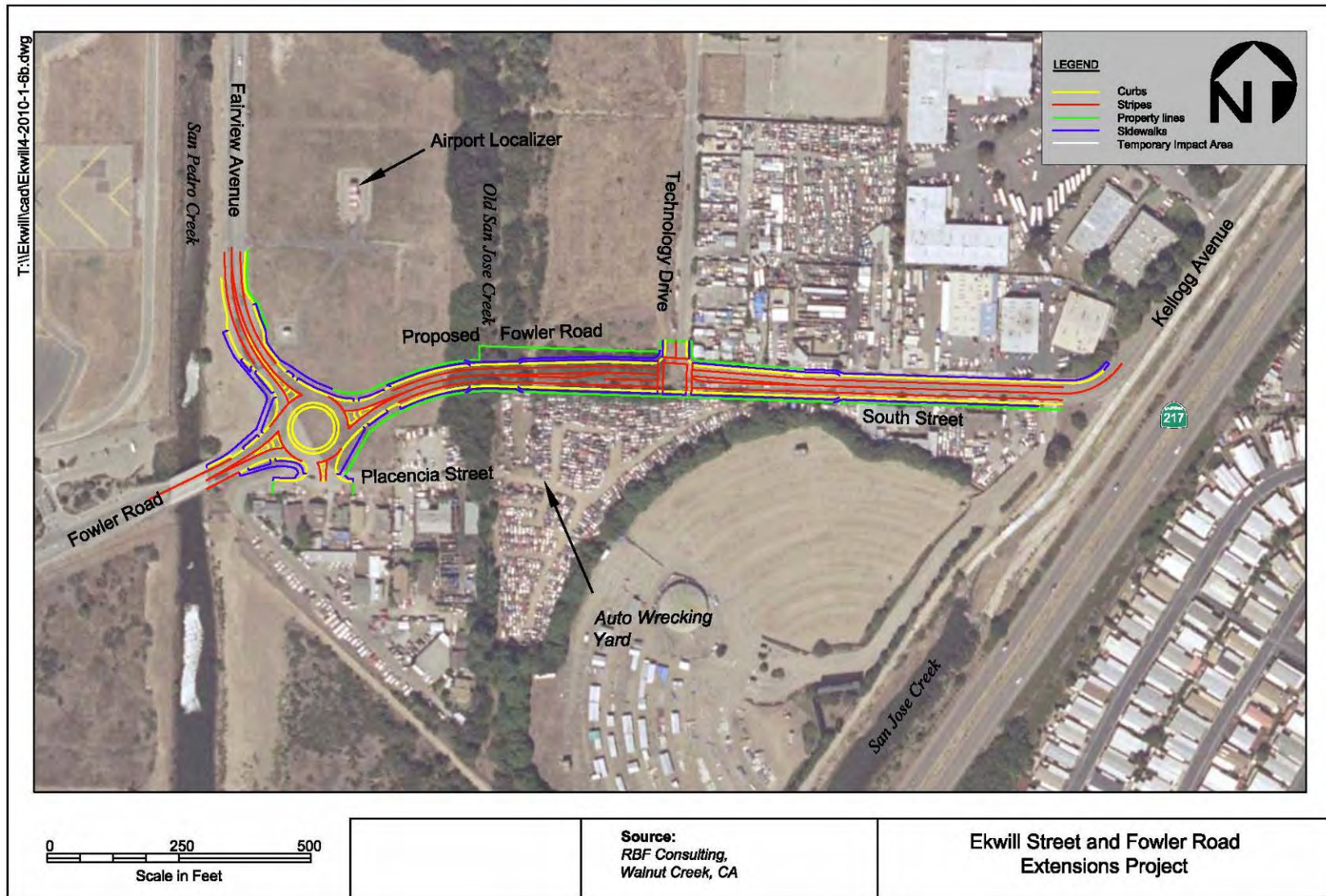


Figure 1-6b Fowler Road Extension Alternative

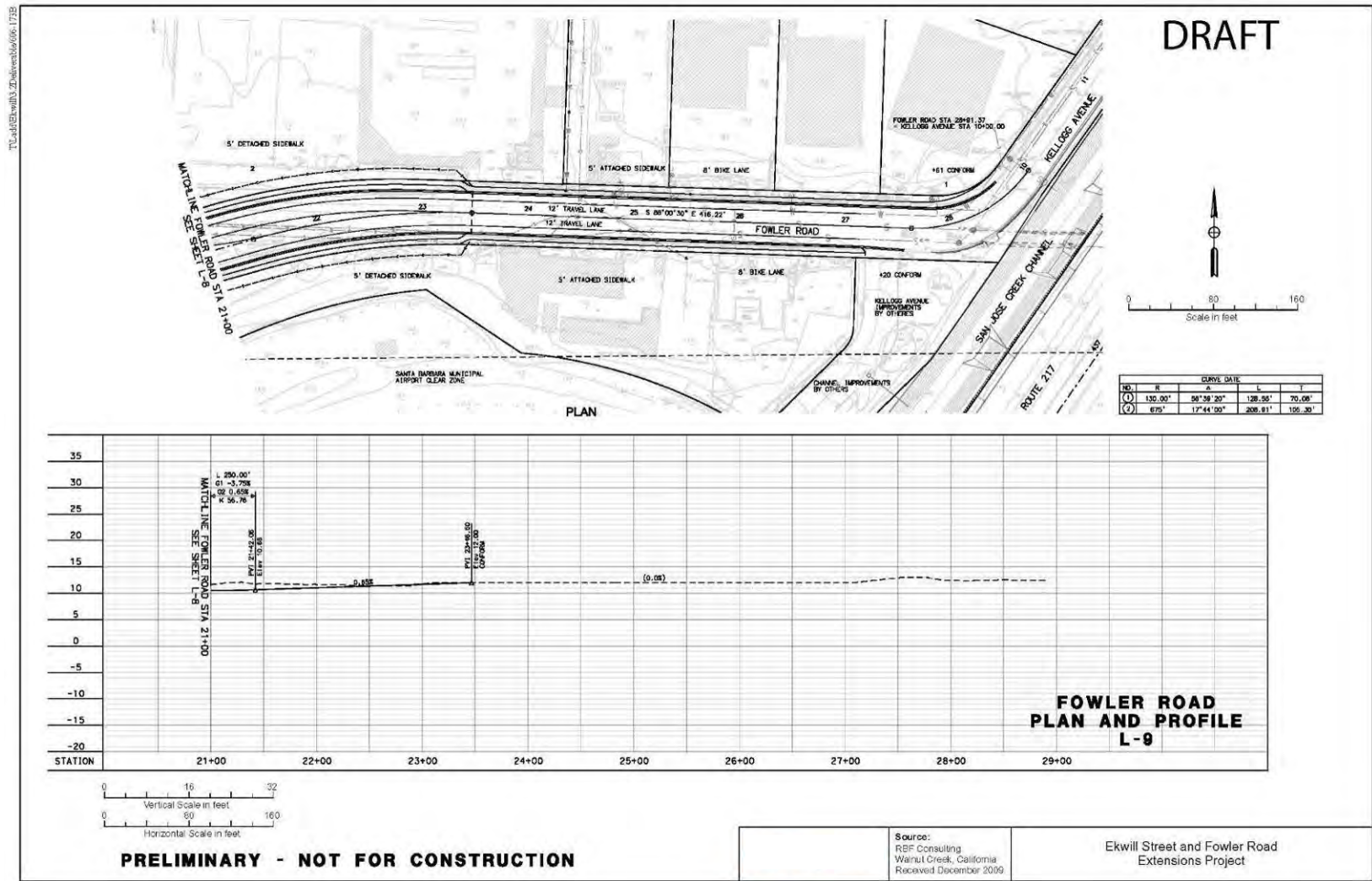


Figure 1-7a Proposed Fowler Road [Extension Culvert](#) Plan and Profile ([Kellogg Avenue to Technology Drive](#))

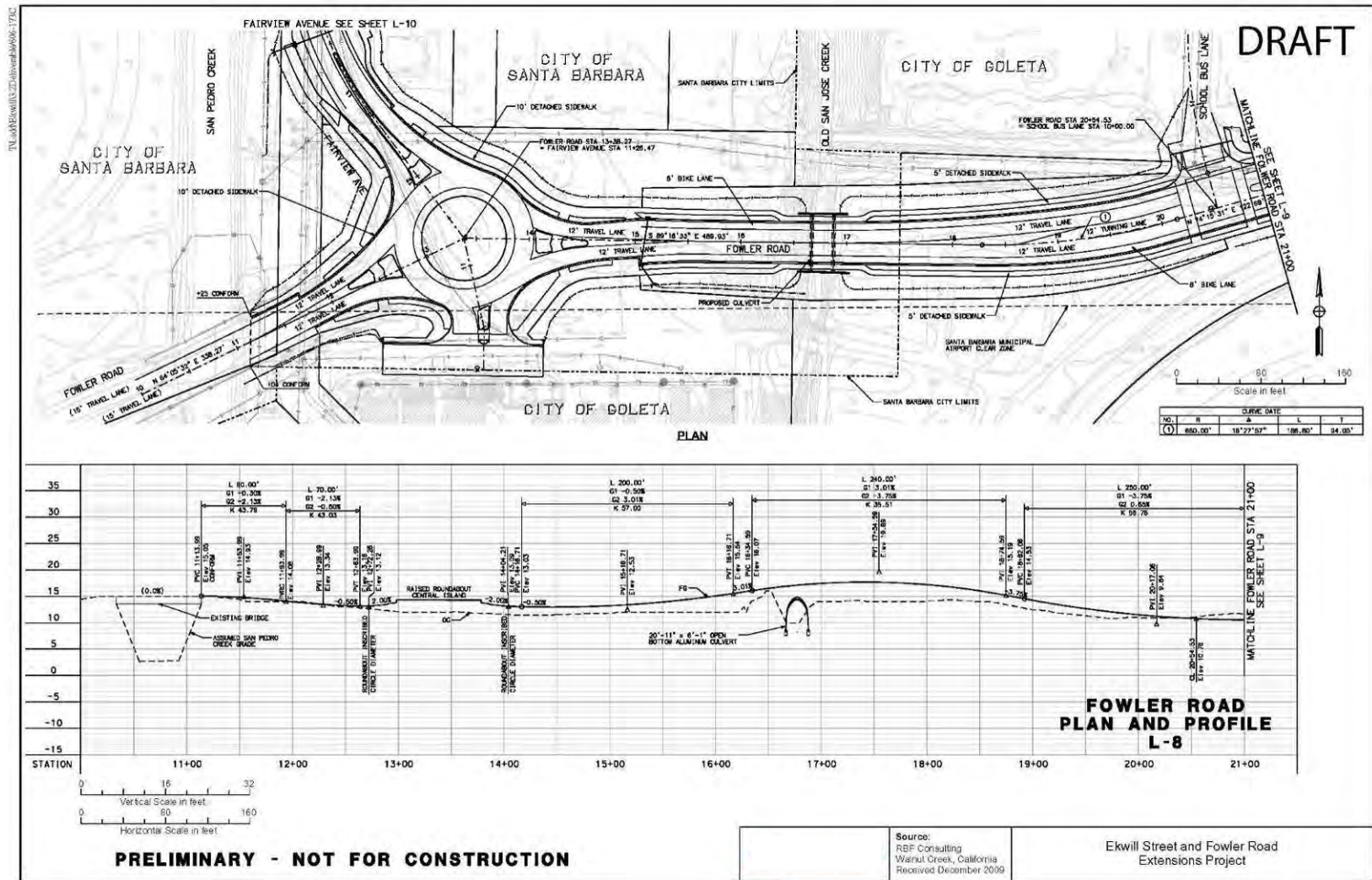


Figure 1-7b Proposed Fowler Road [Extension Culvert](#) Plan and Profile ([Technology Drive to Fairview Avenue](#))

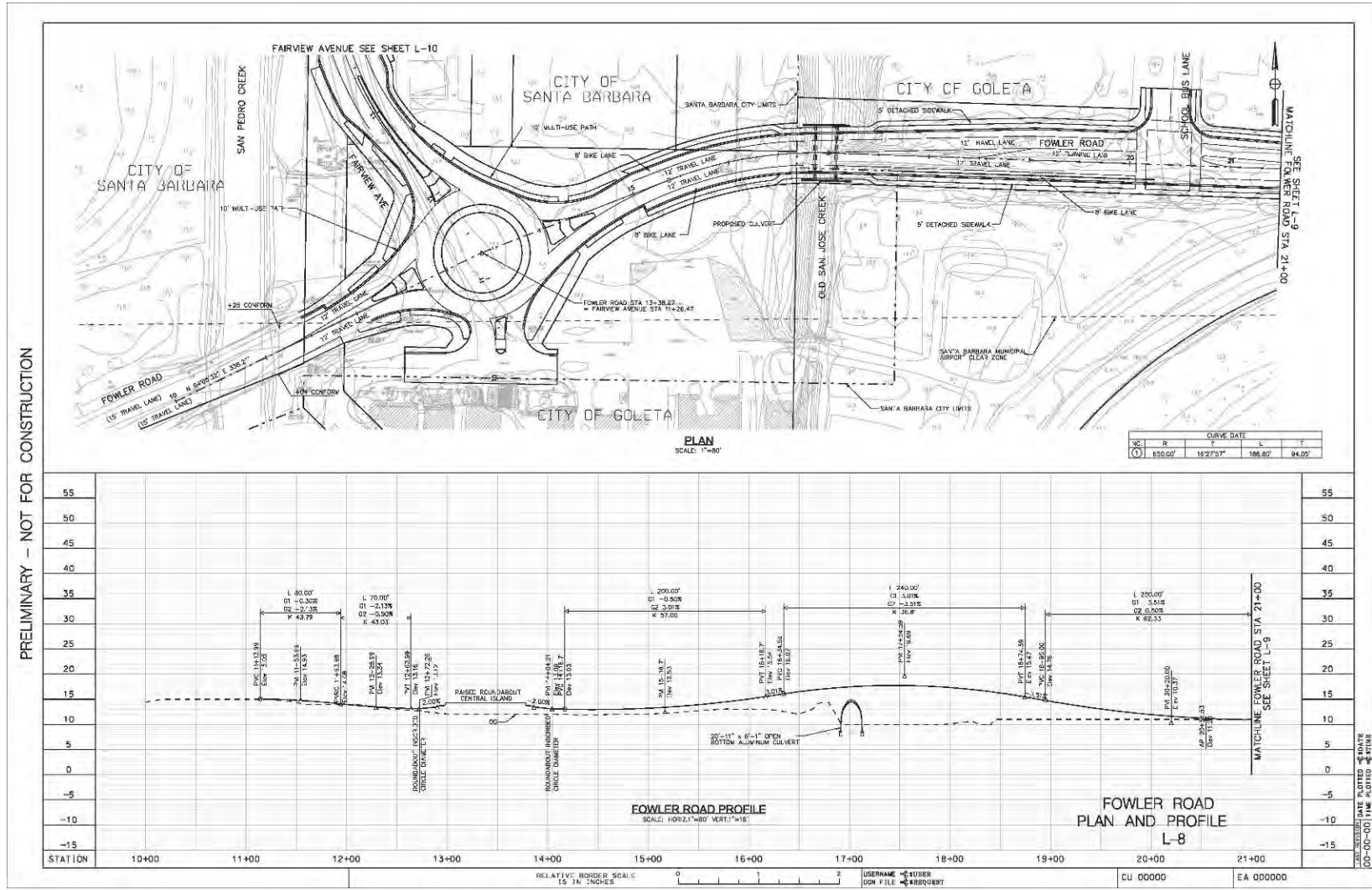


Figure 1-7c Fowler Road Extension Alternative Plan and Profile (Technology Drive to Fairview Avenue)

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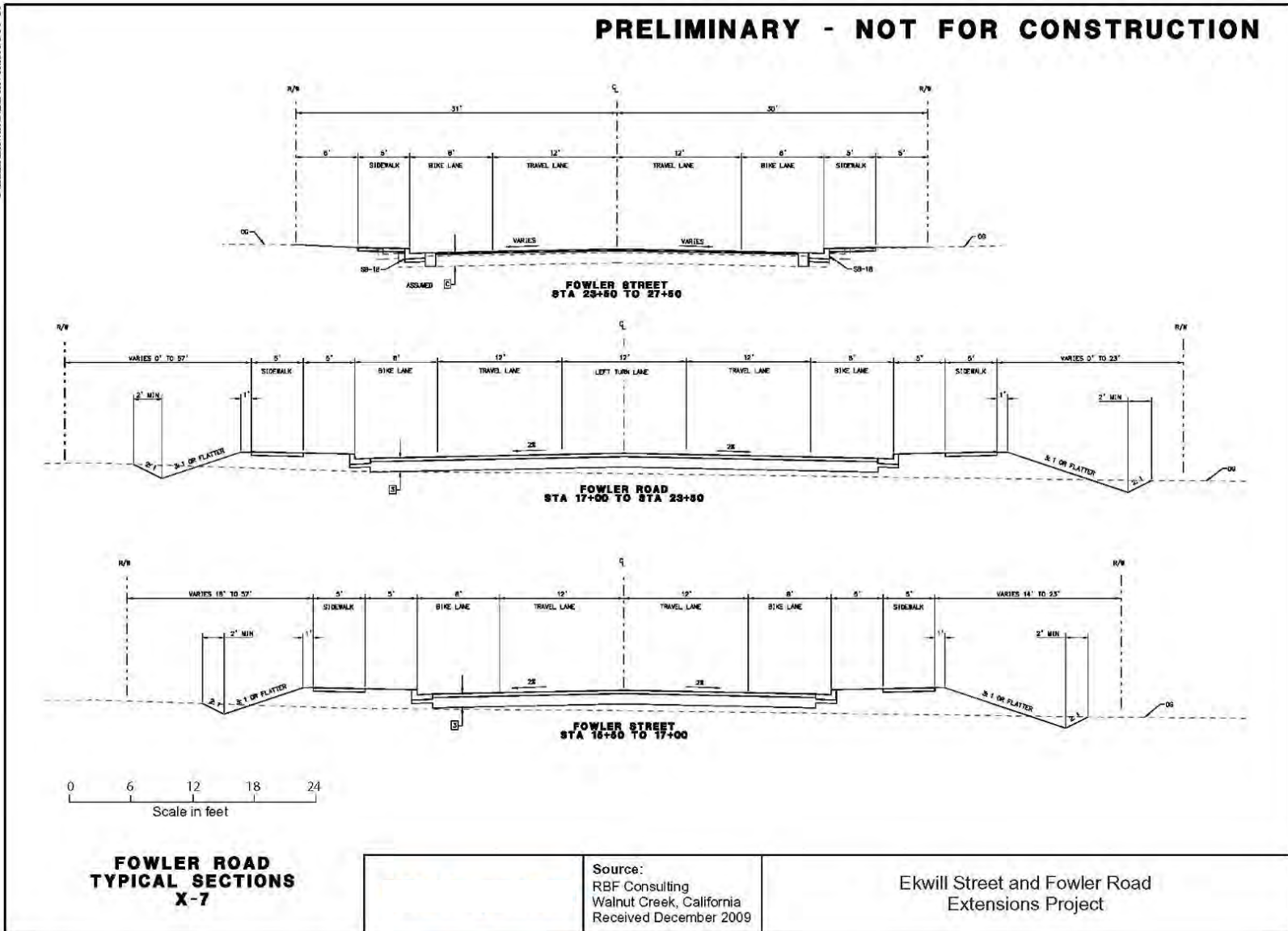


Figure 1-8 Typical Road Sections – Proposed Fowler Road Extension

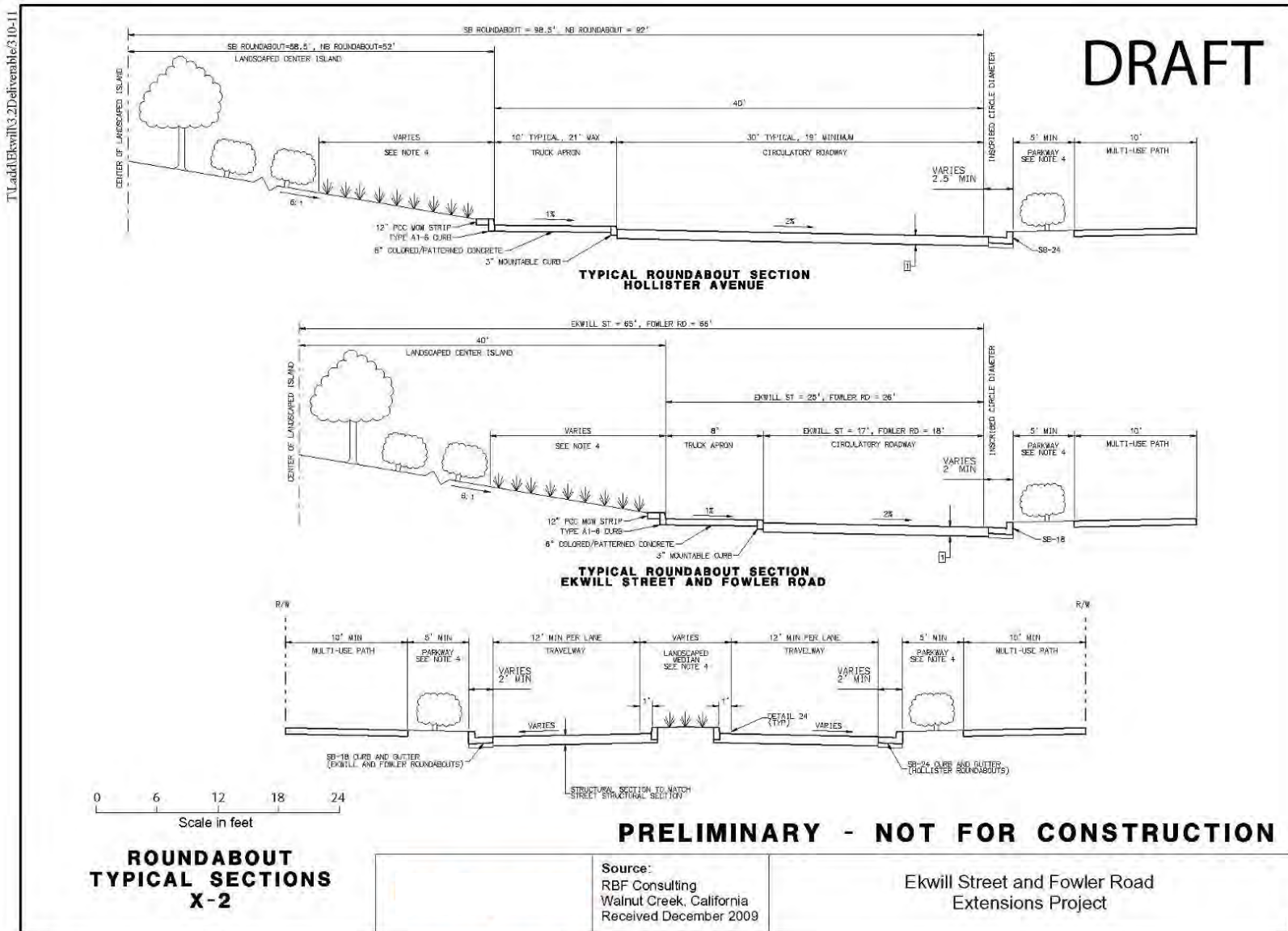


Figure 1-9 Typical Roundabout Sections

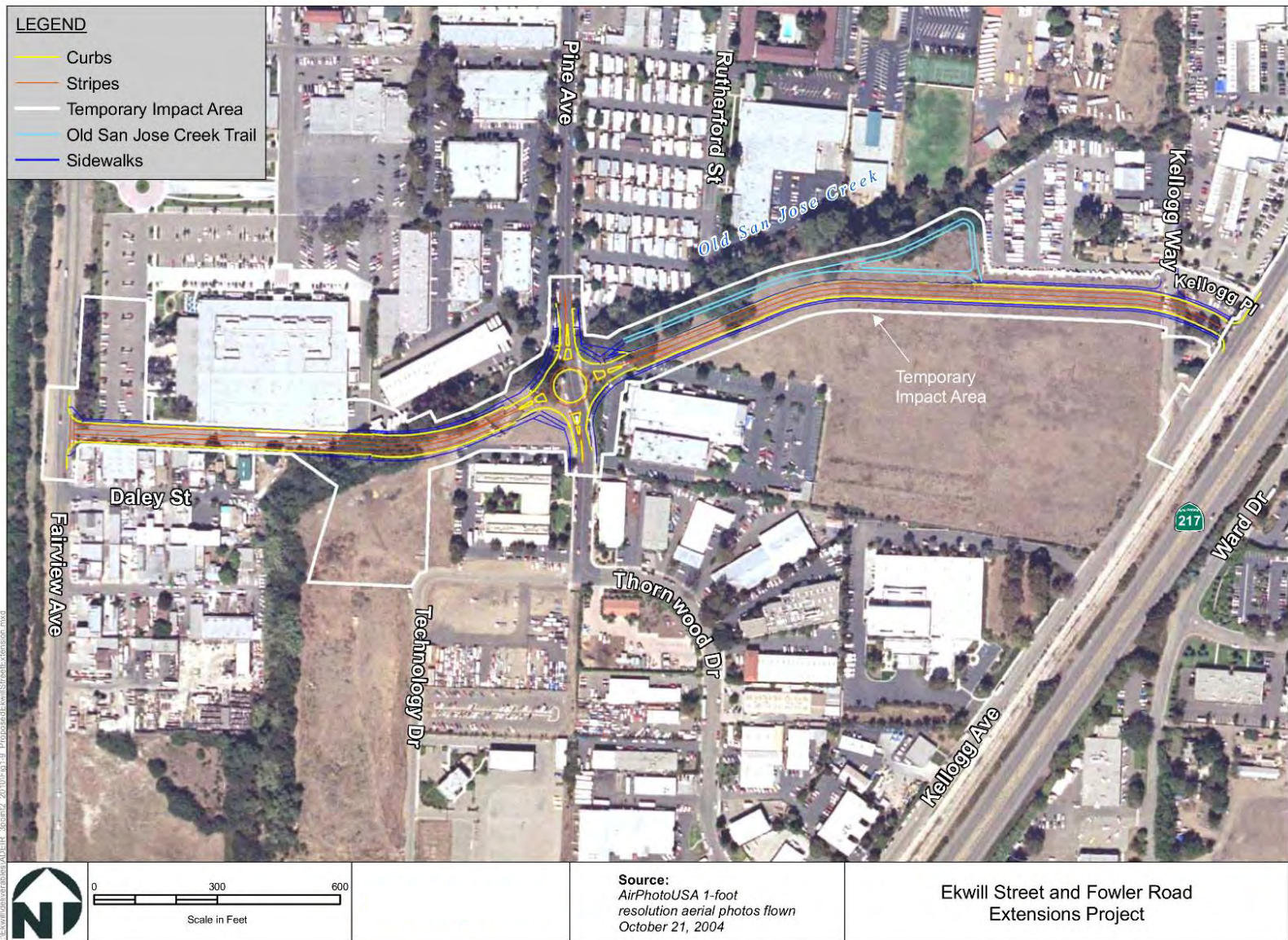


Figure 1-10 Proposed Ekwil Street Extension

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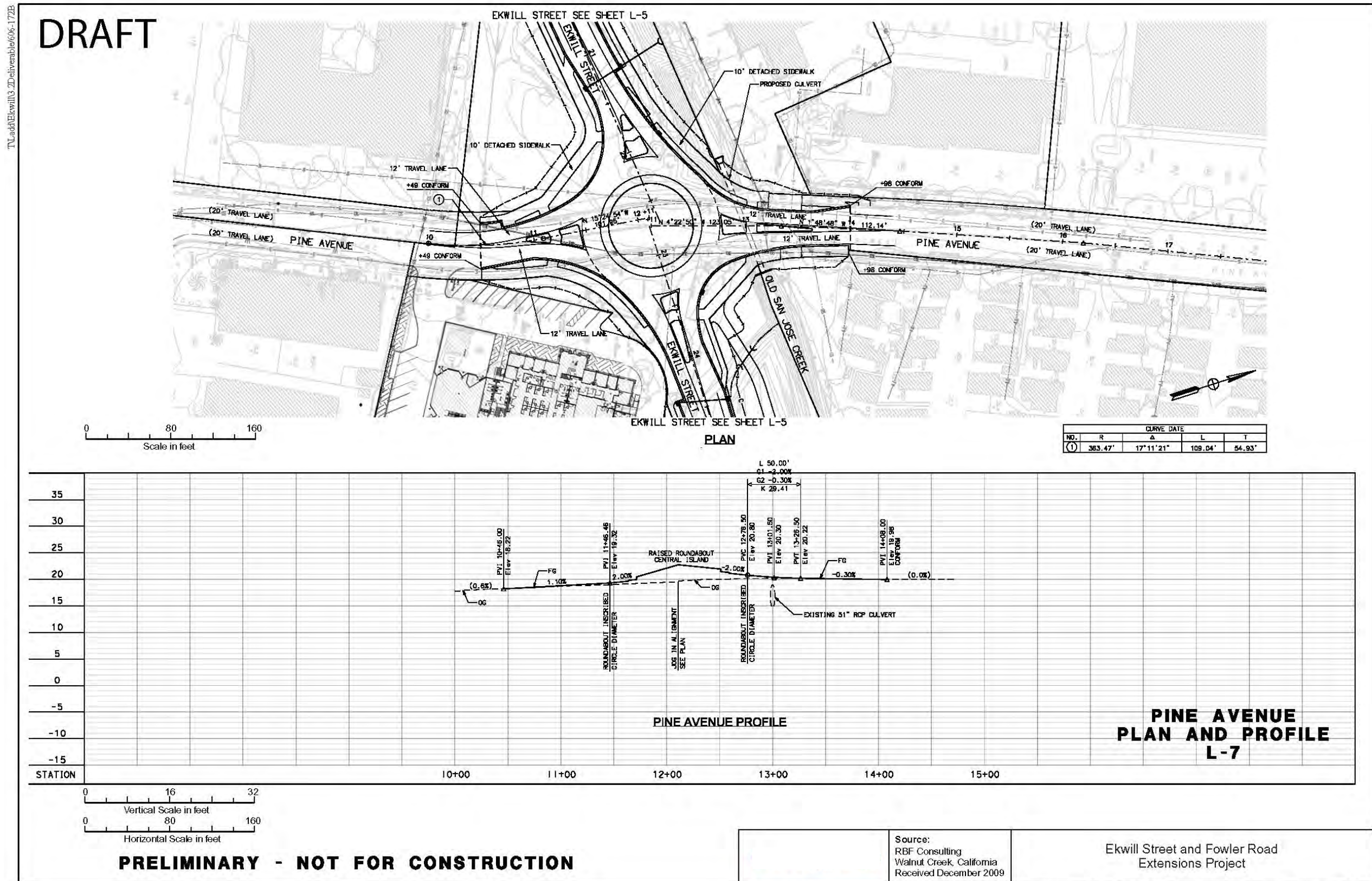


Figure 1-11 Proposed Ekwill Street at Pine Avenue Culvert Plan and Profile

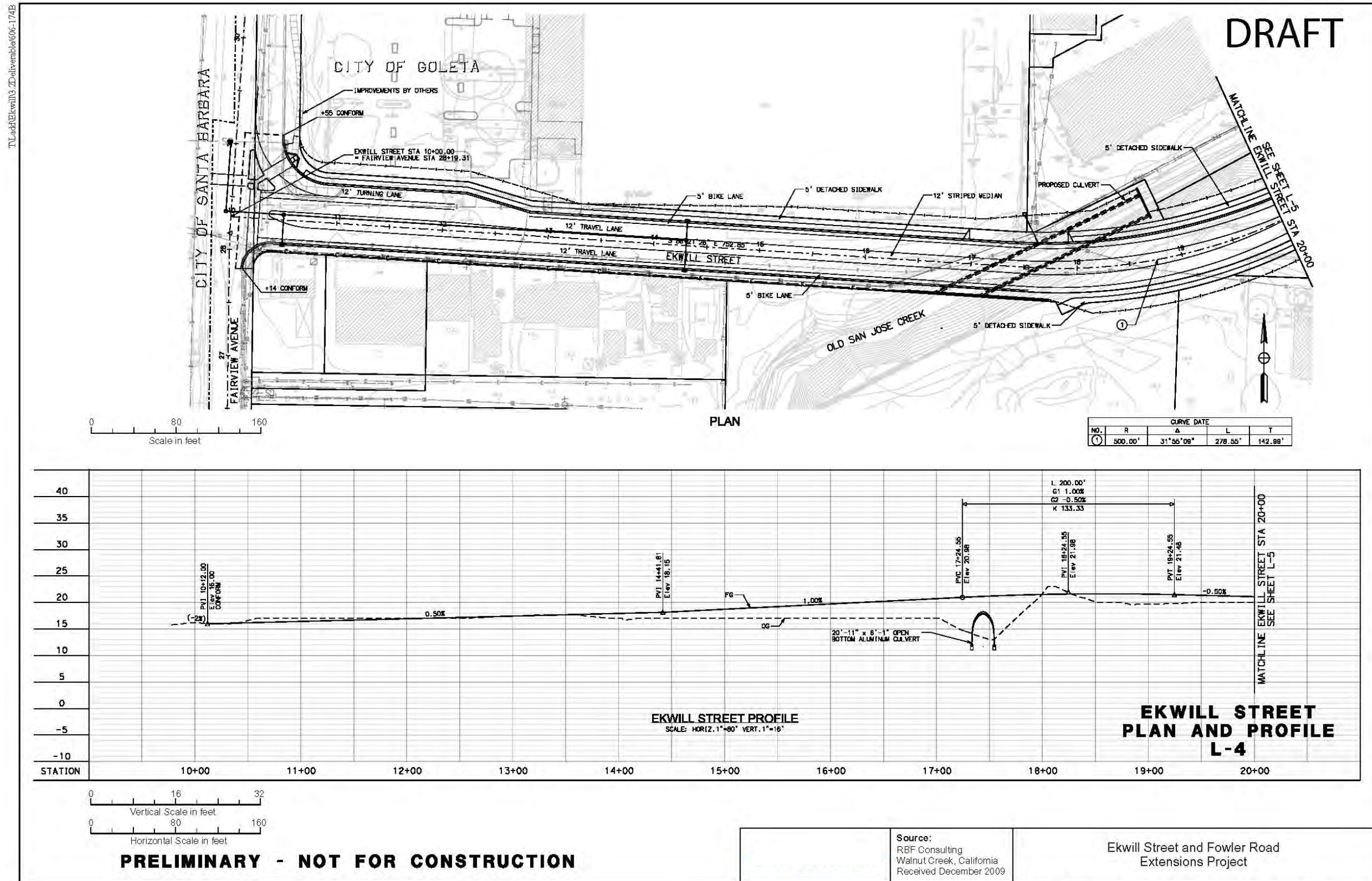


Figure 1-12 Proposed Ekwil Street Culvert Plan and Profile

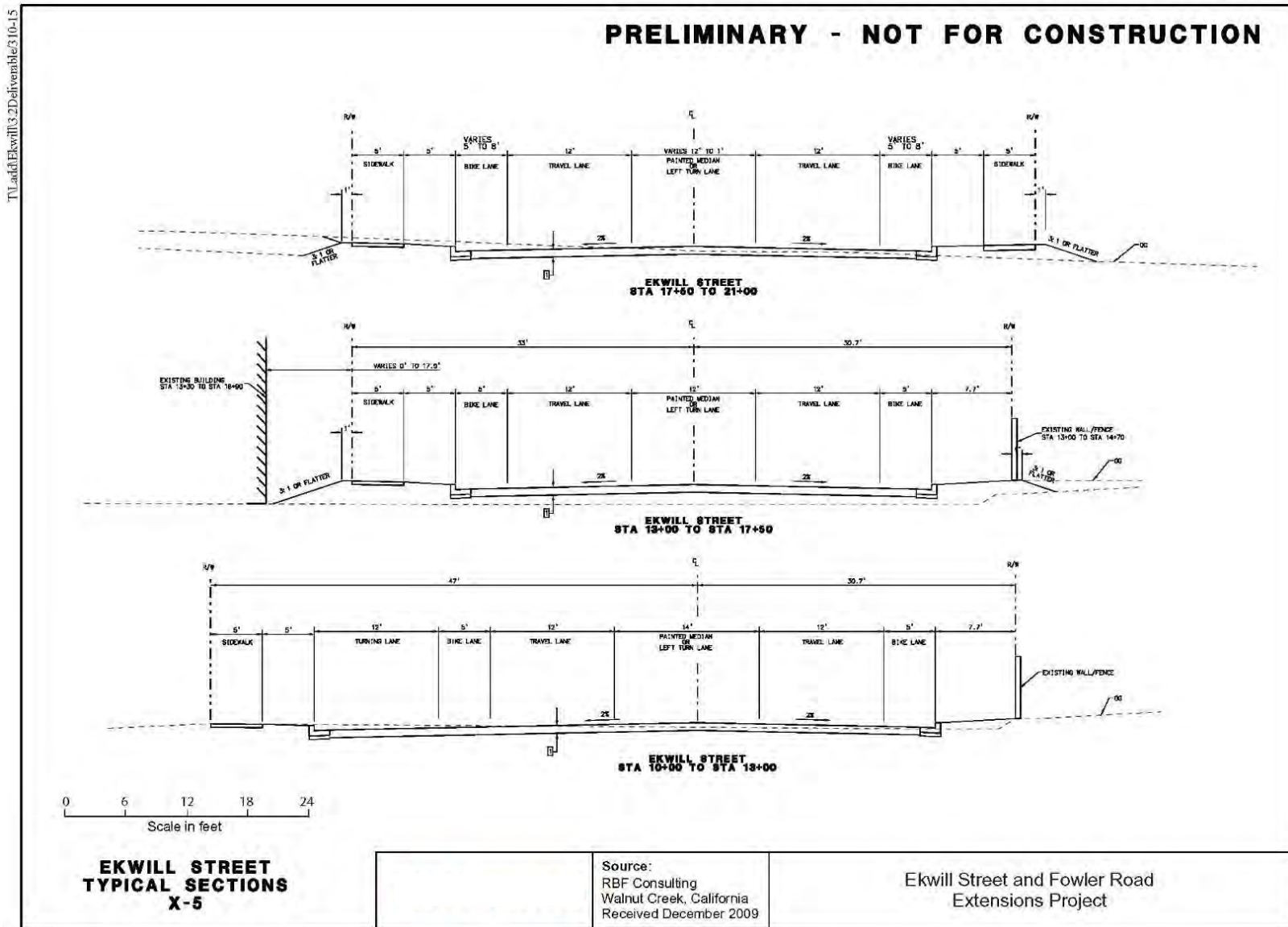


Figure 1-13a Typical Road Sections – Proposed Ekwil Street Extension

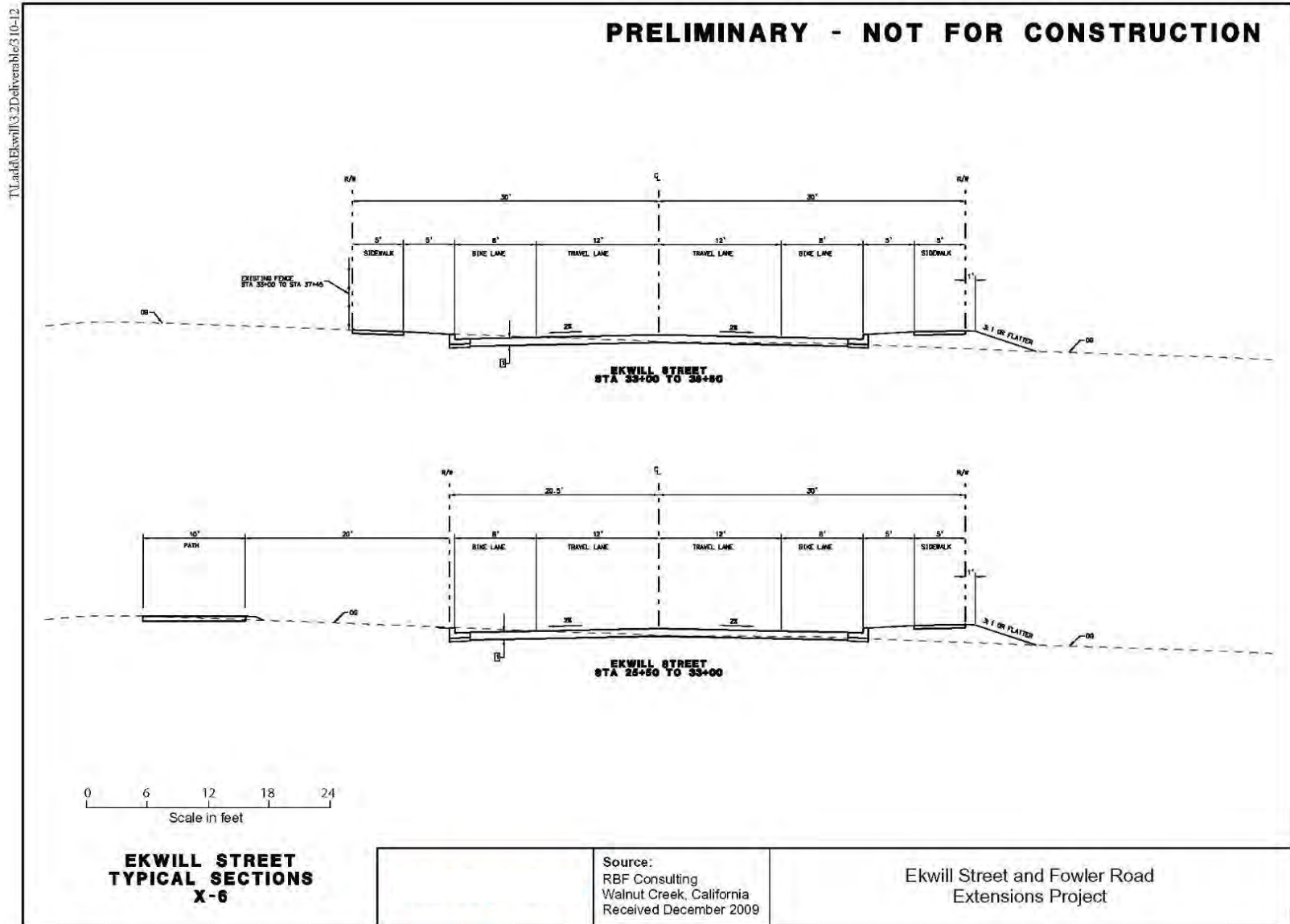


Figure 1-13b Typical Road Sections – Proposed Ekwil Street Extension

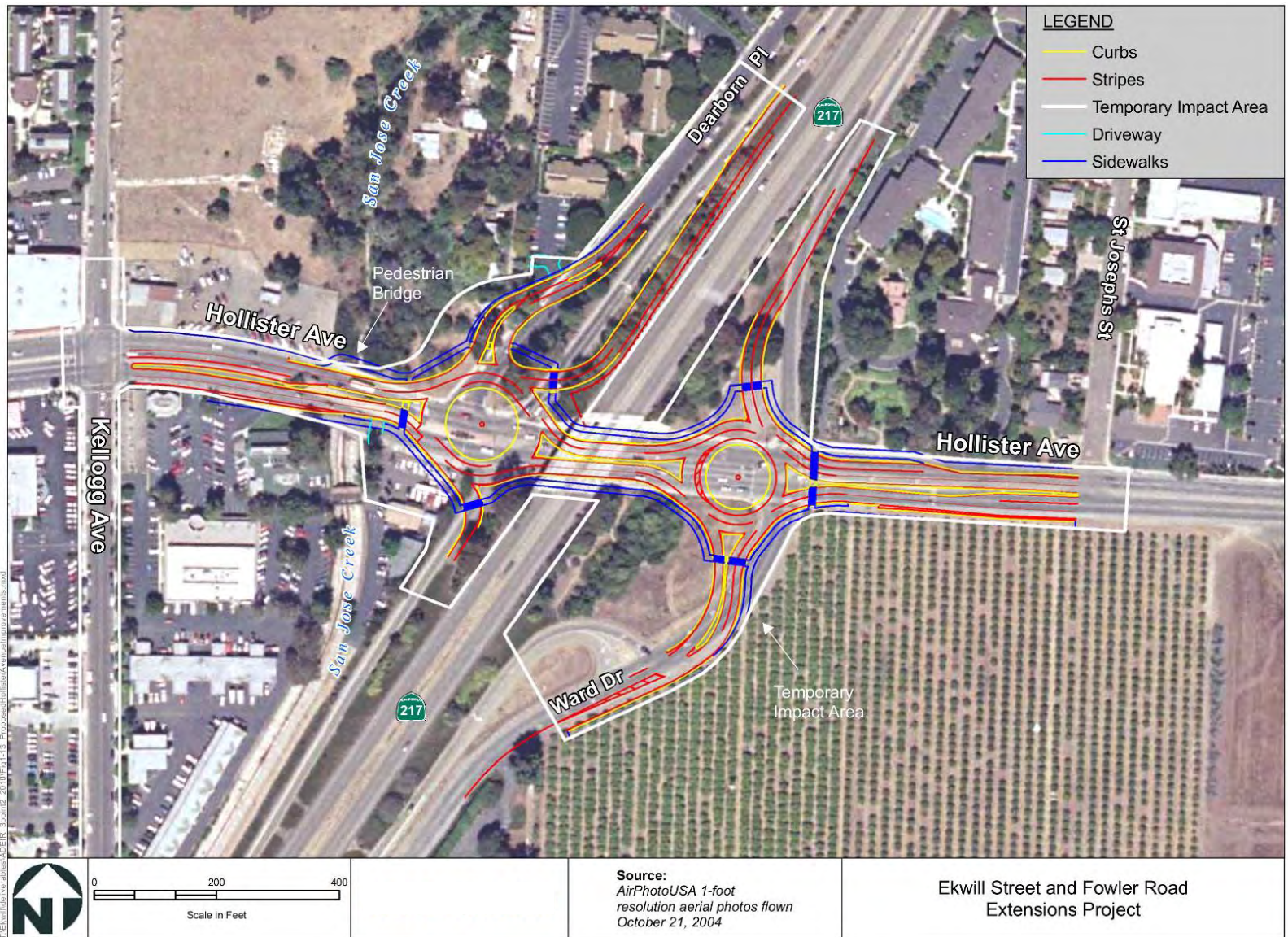


Figure 1-14 Proposed Hollister Avenue Improvements

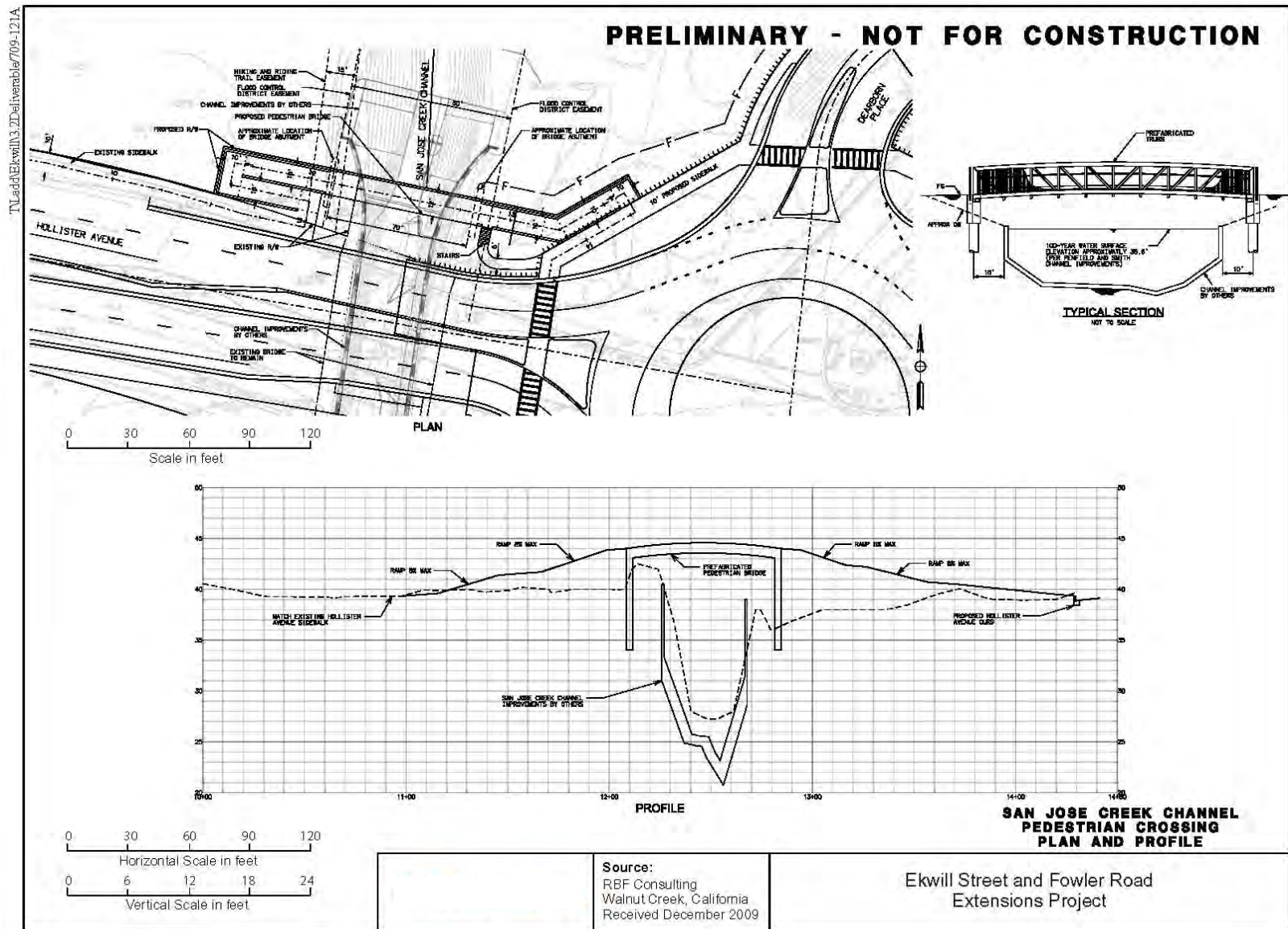


Figure 1-15 Pedestrian Crossing Plan and Profile

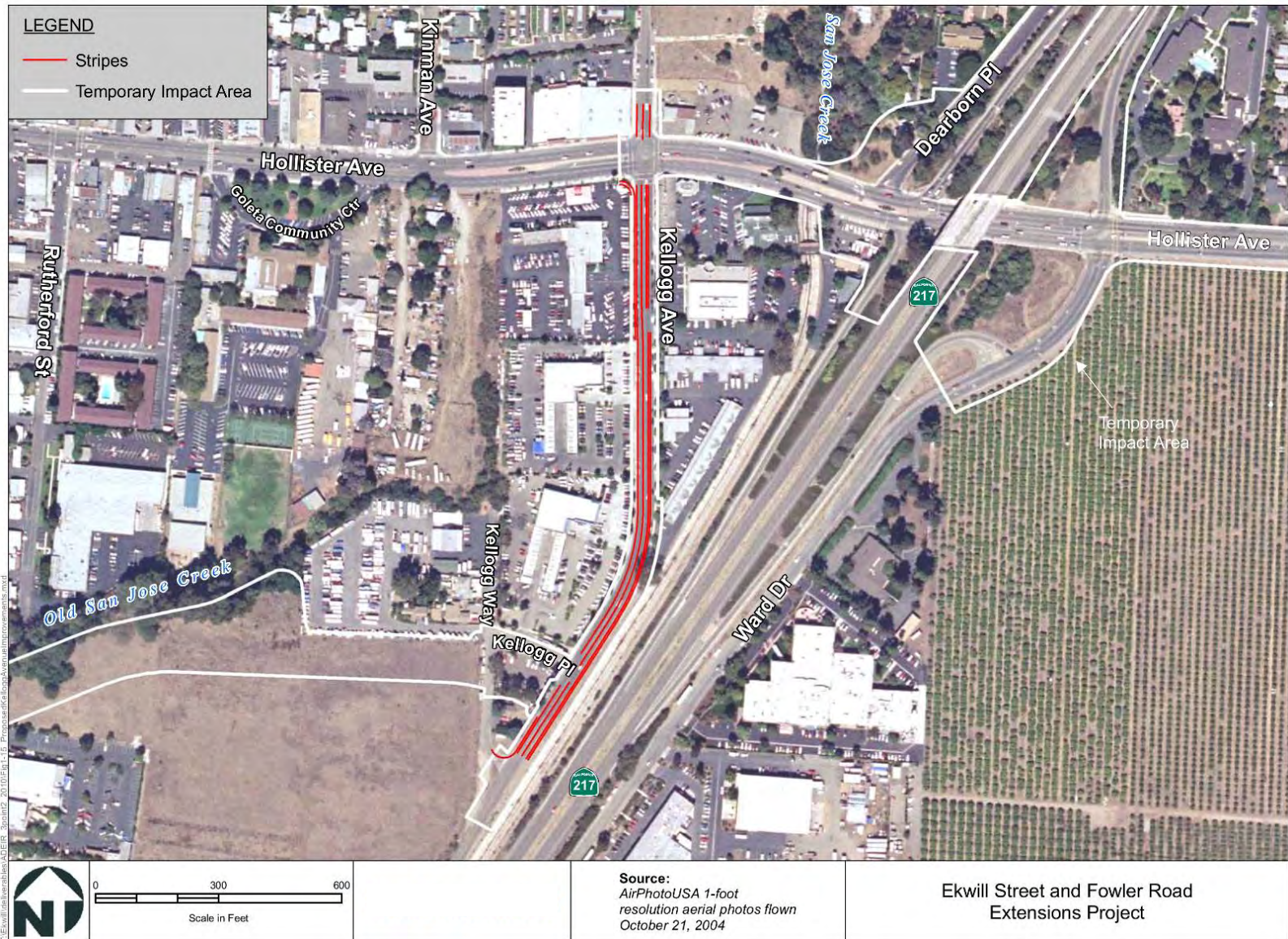


Figure 1-16 Proposed Kellogg Avenue Improvements

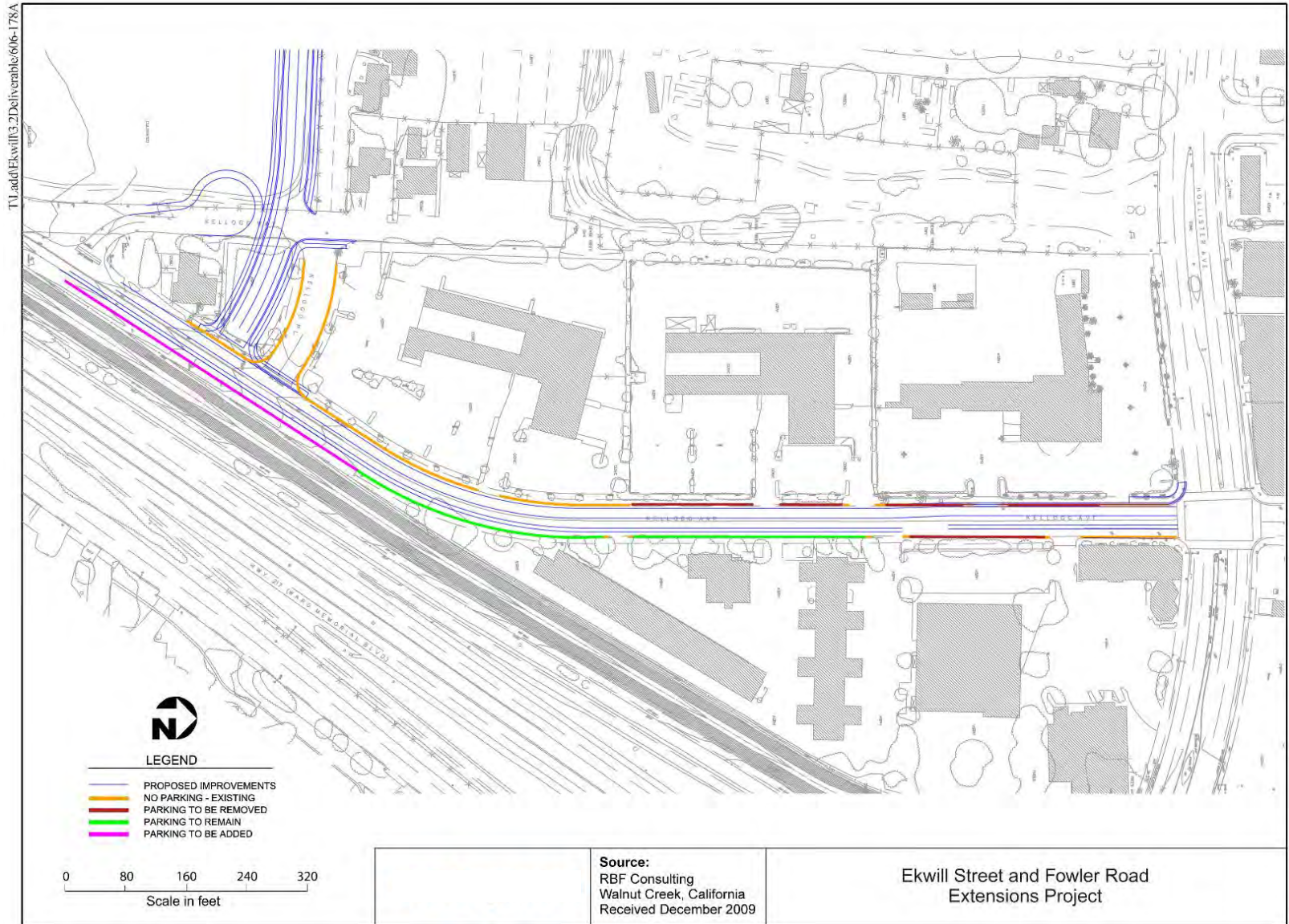


Figure 1-17 Kellogg Avenue Proposed Parking

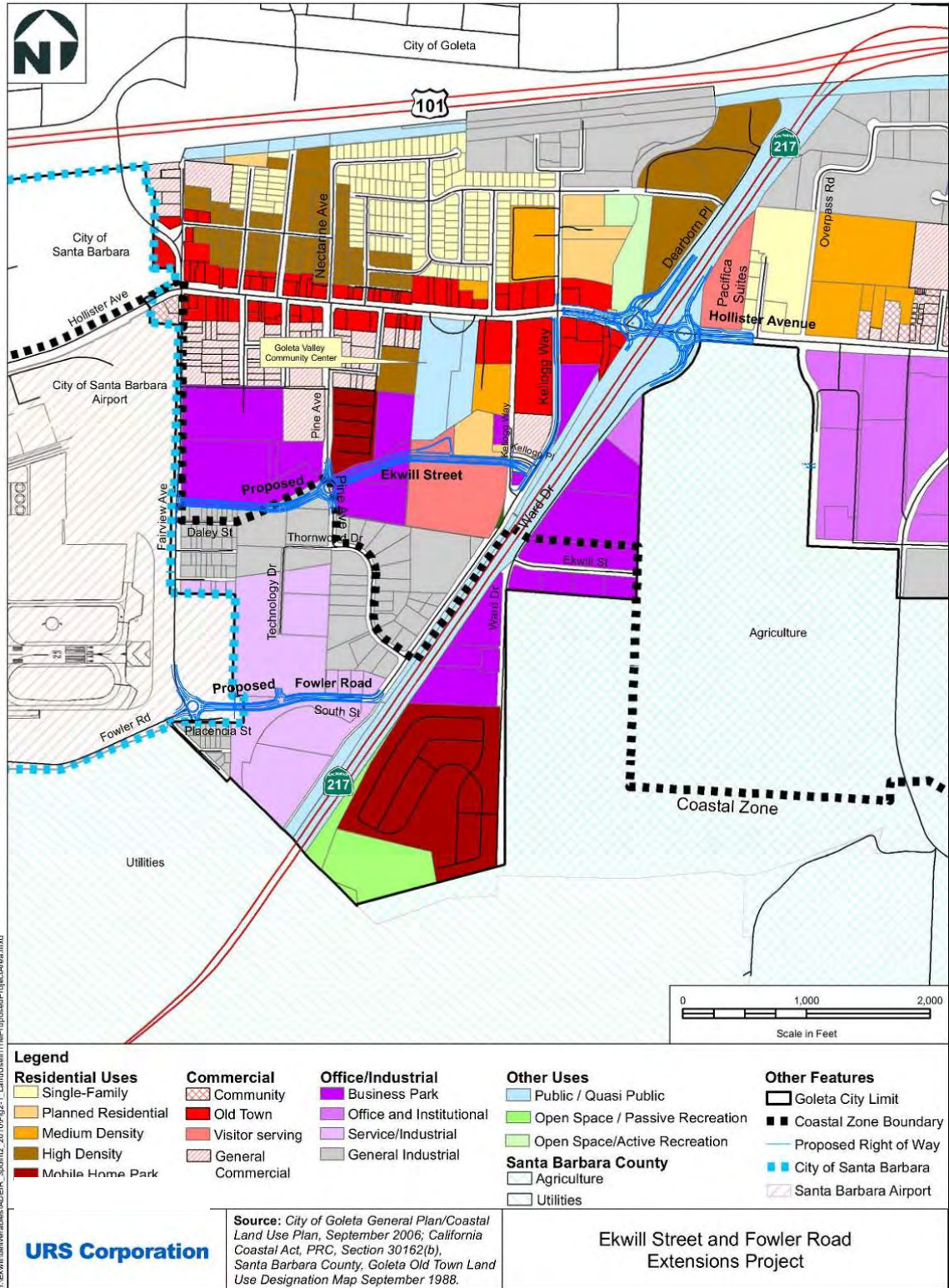


Figure 2-1 Land Use in the Project Area

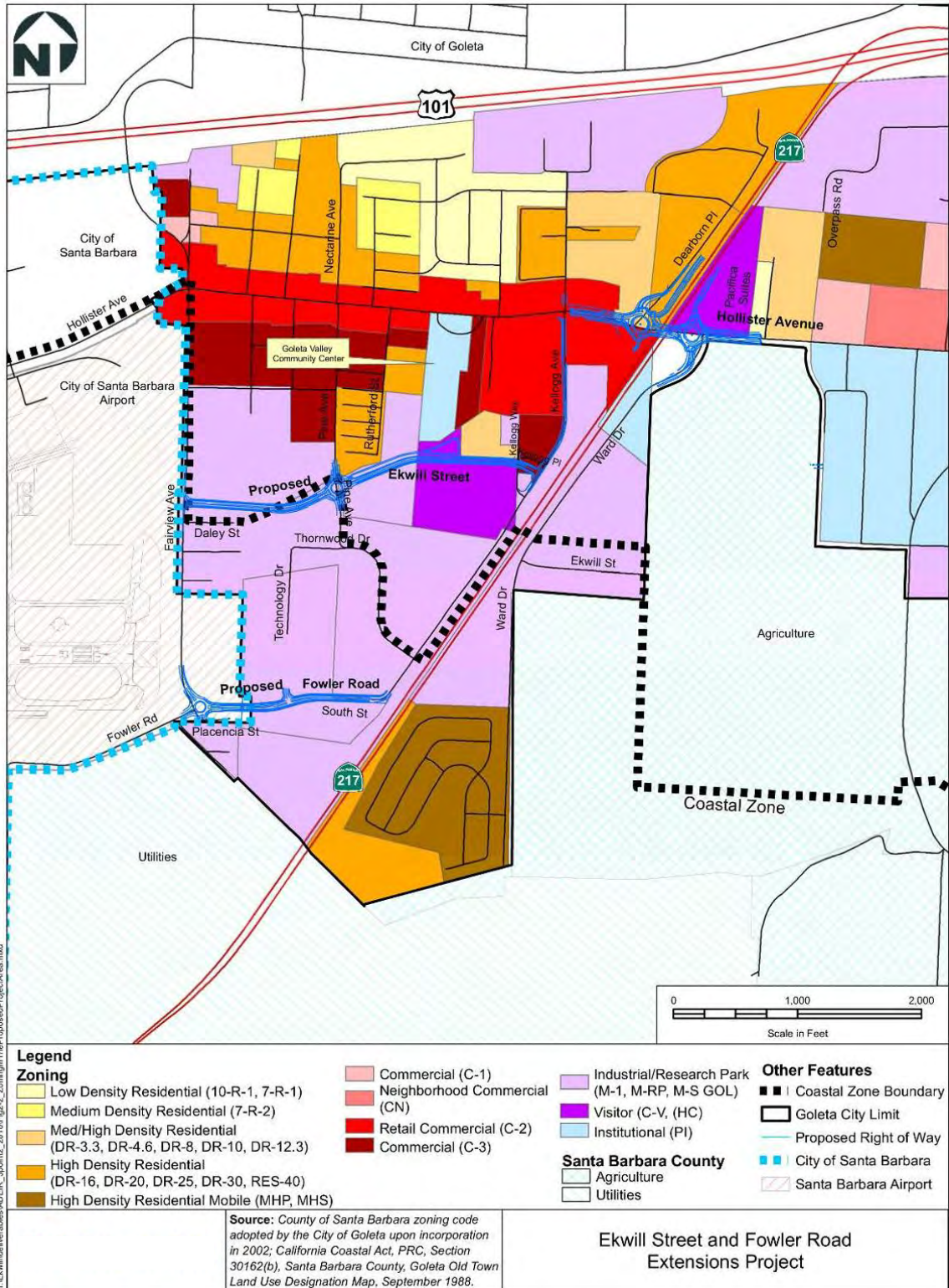


Figure 2-2 Zoning in the Project Area

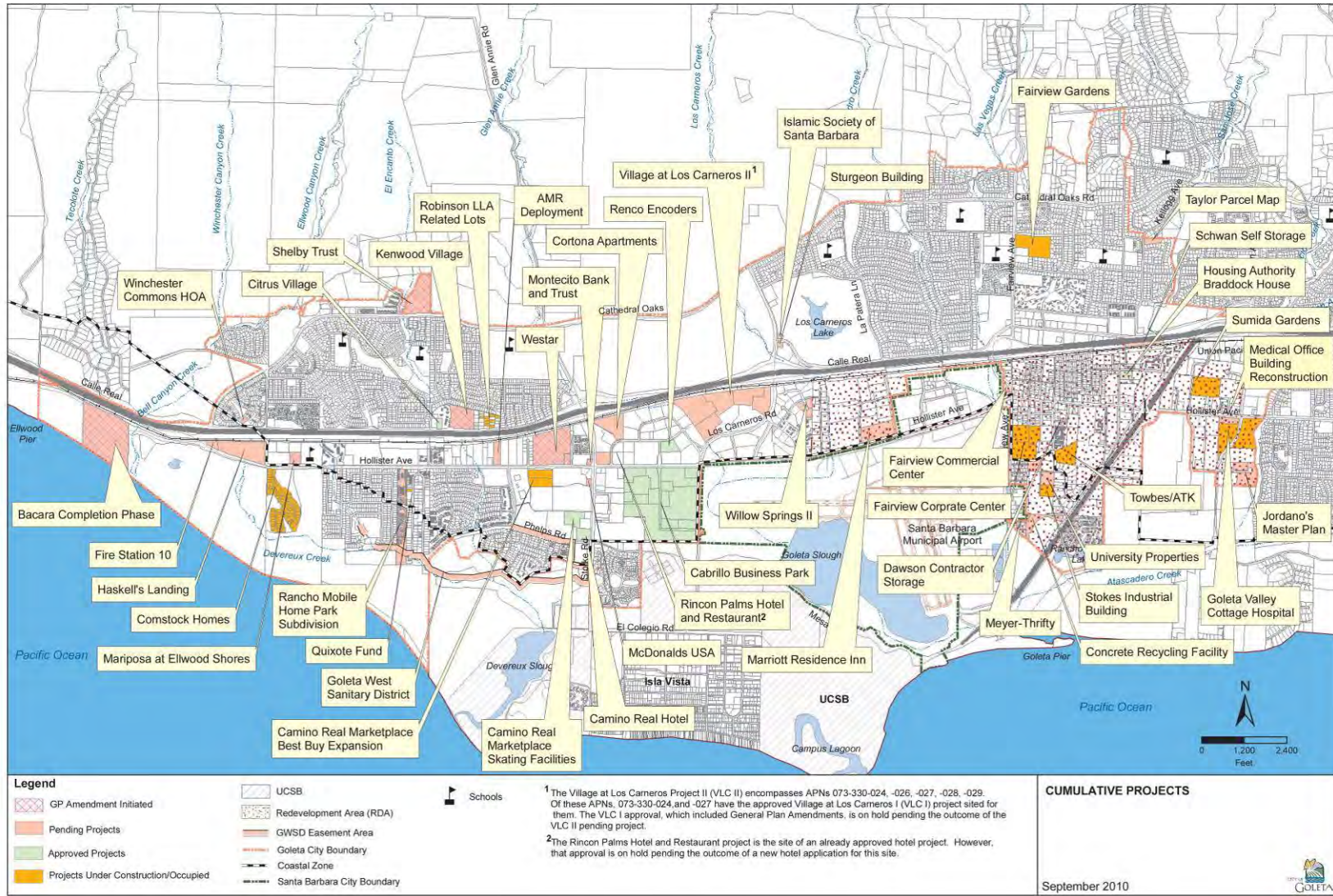


Figure 2-3 Future Land Uses in the Vicinity

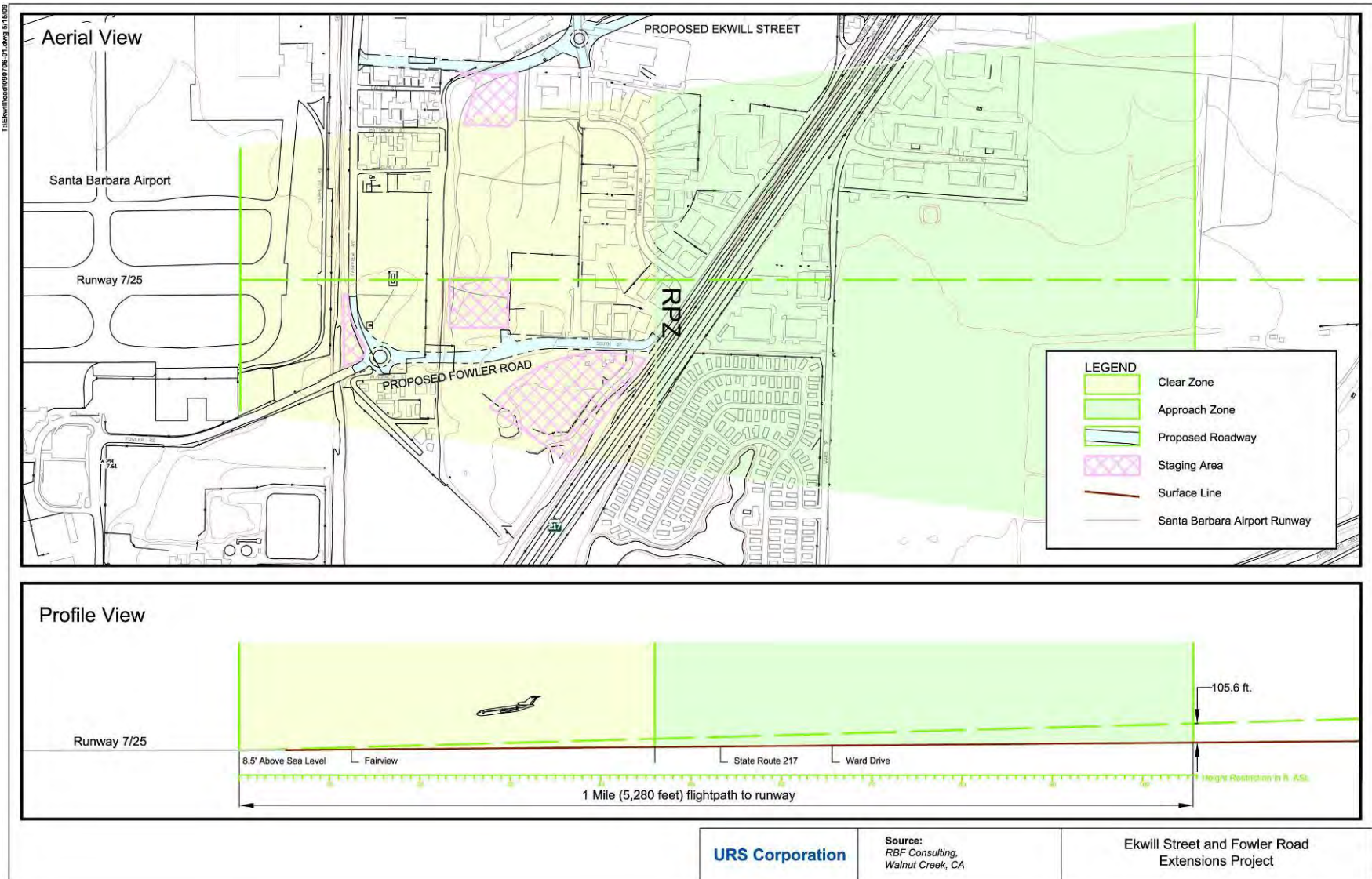


Figure 2-4 Airport Approach Zone



Figure 2-5 Agricultural Parcels and Soils

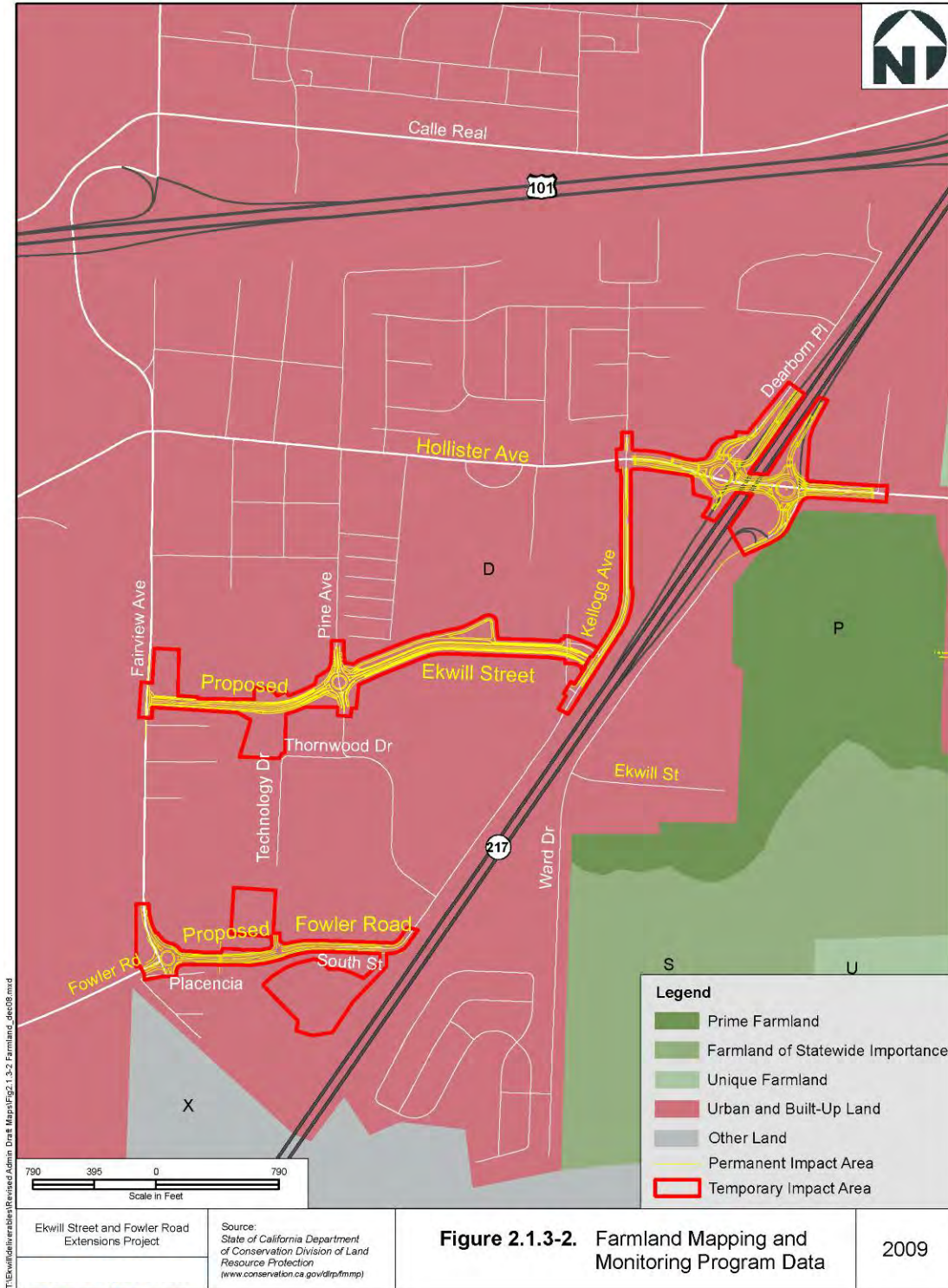


Figure 2-6 Farmland Mapping and Monitoring Program Data



Figure 2-7 Study Intersection Locations

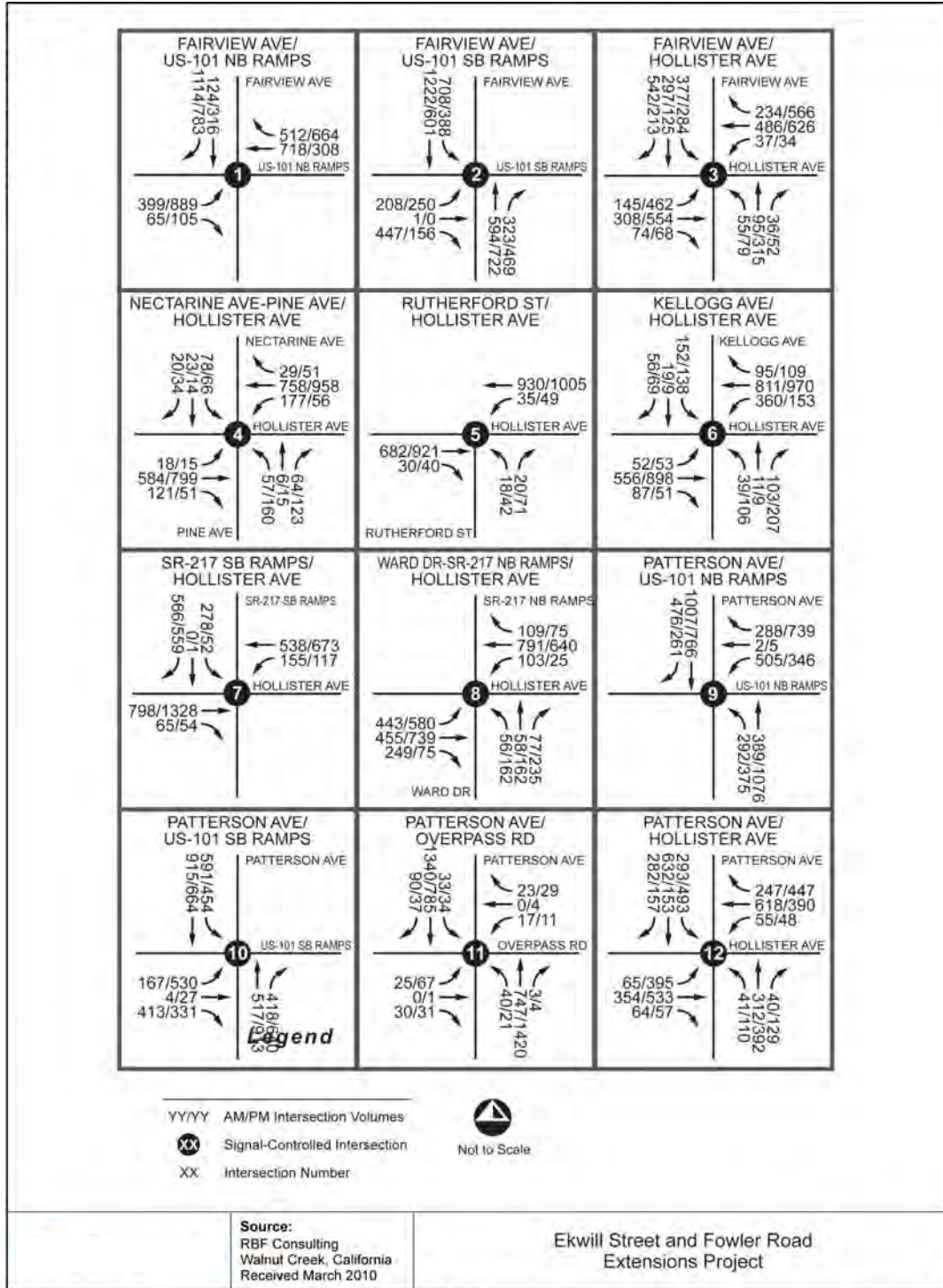


Figure 2-8 Existing Conditions – Peak Hour Intersection Volumes

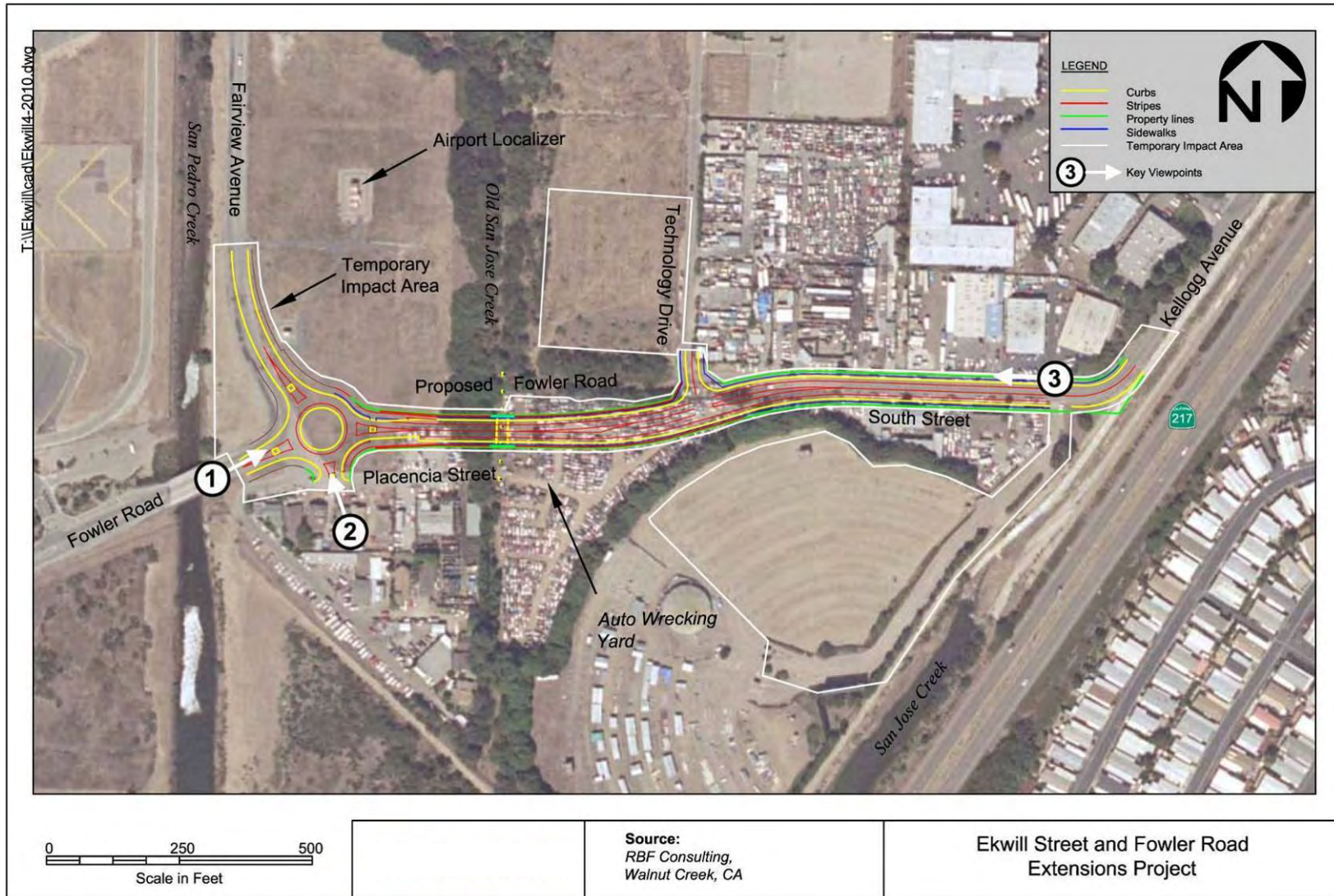


Figure 2-9 Fowler Road – Key Viewpoints

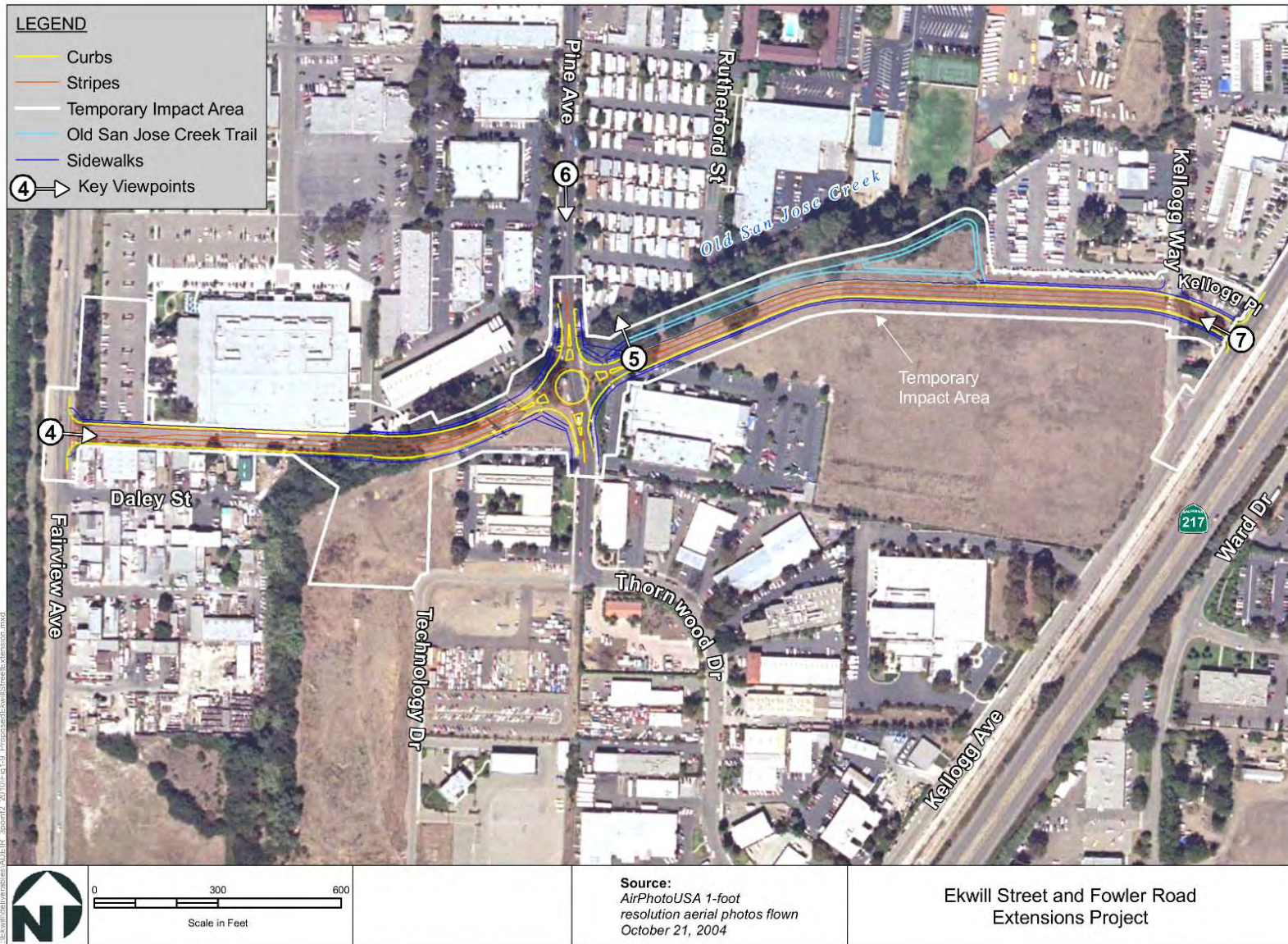


Figure 2-10 Ekwil Street – Key Viewpoints

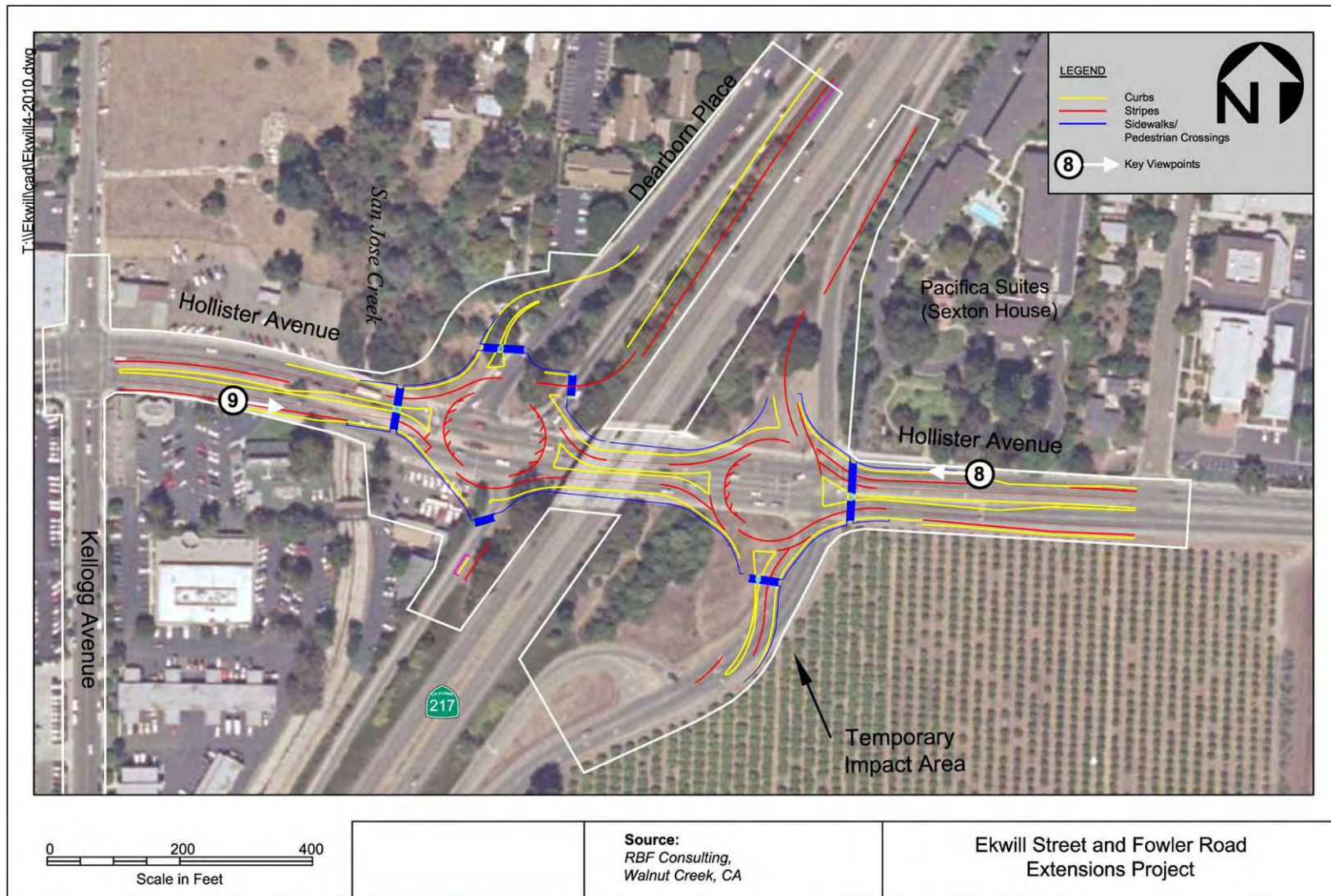


Figure 2-11 Hollister Avenue – Key Viewpoints

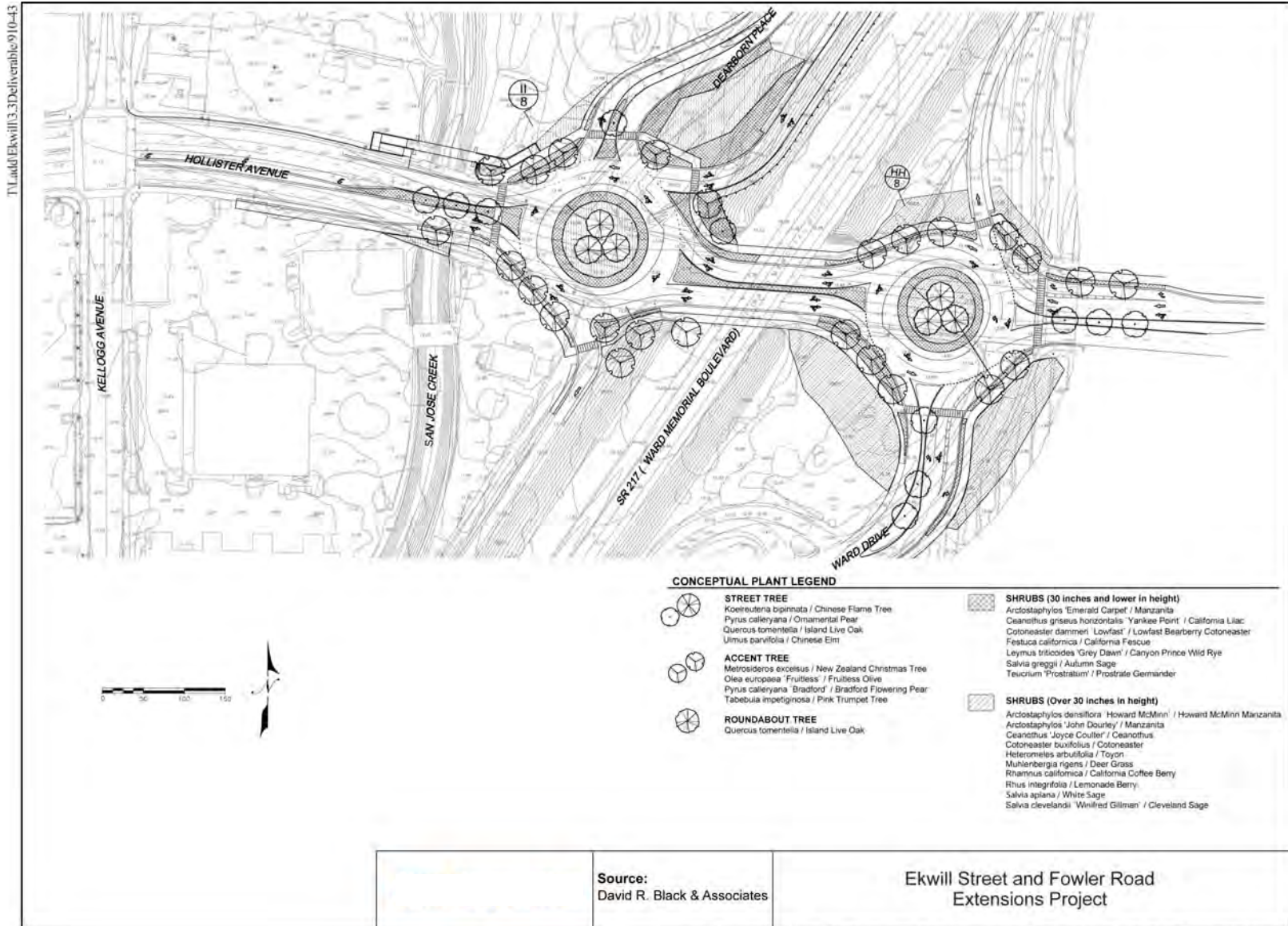


Figure 2-12a Preliminary Landscaping Plans

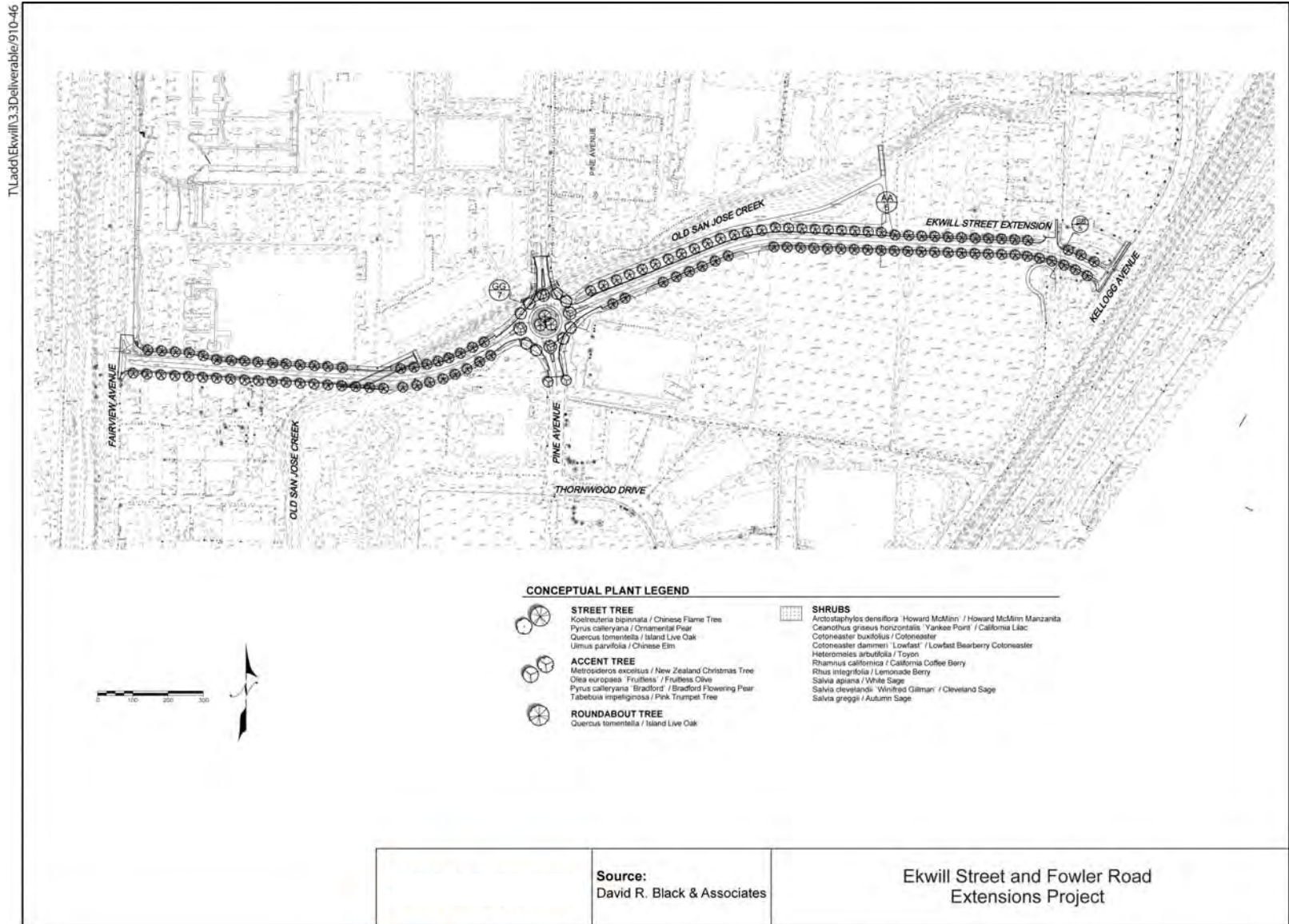


Figure 2-12b Preliminary Landscaping Plans

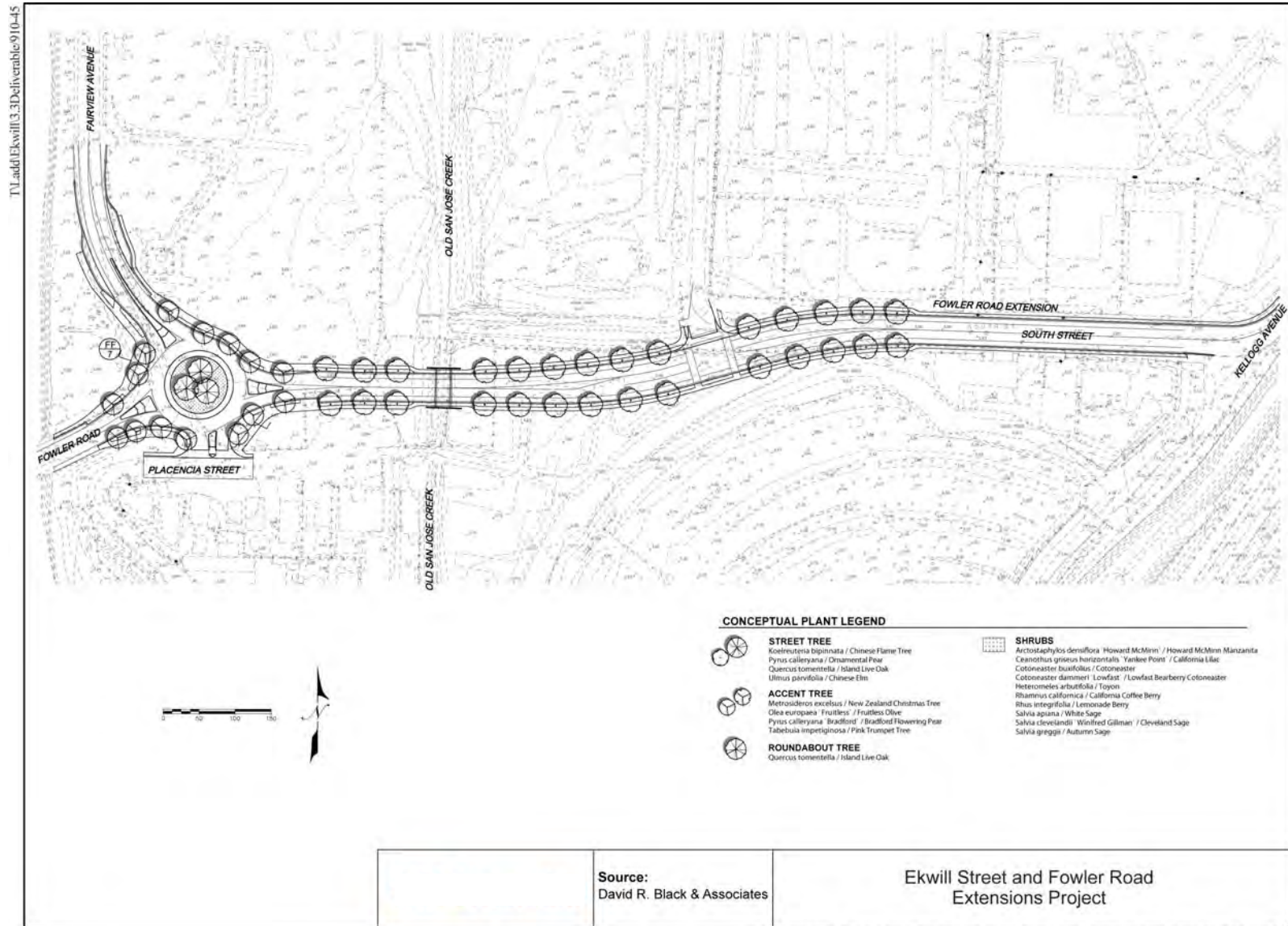
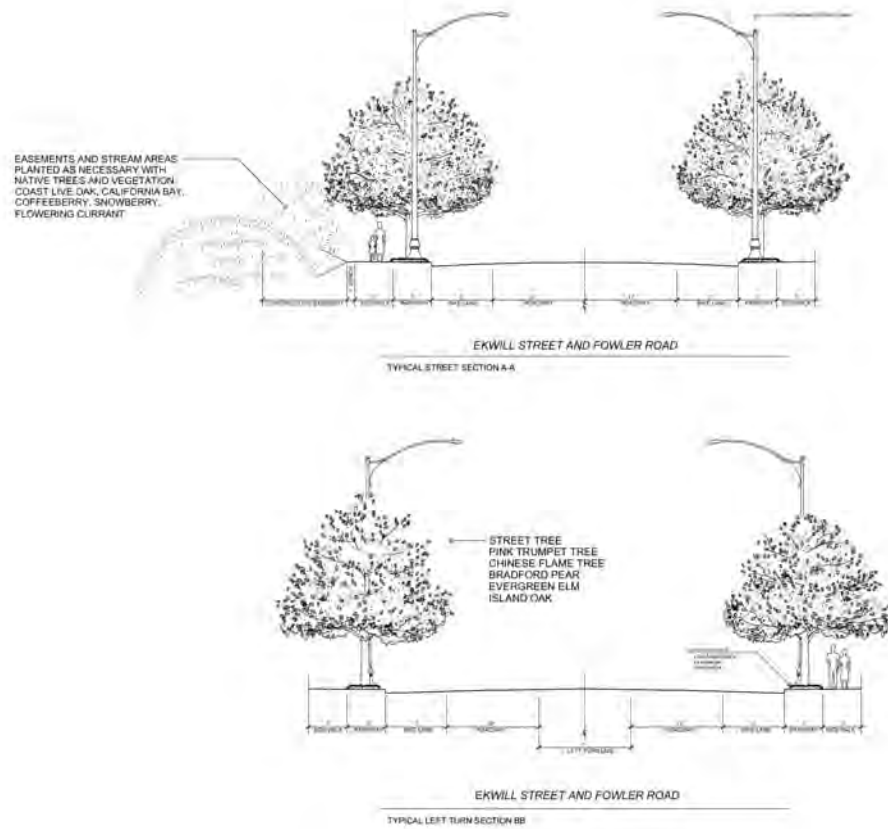


Figure 2-12c Preliminary Landscaping Plans

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	<p>Source: David R. Black & Associates</p>	<p>Ekwill Street and Fowler Road Extensions Project</p>
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Figure 2-12d Preliminary Landscaping Plans

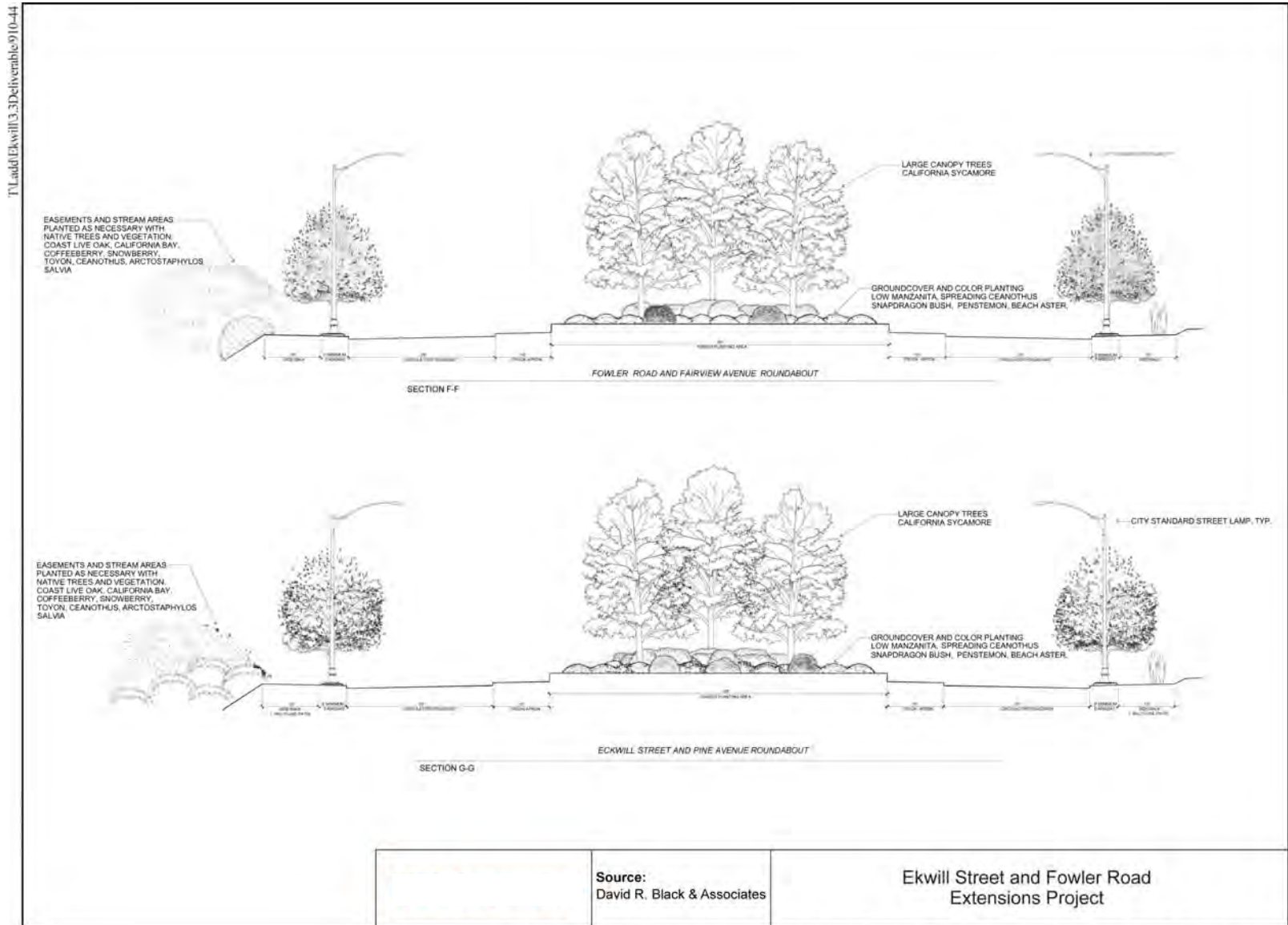


Figure 2-12e Preliminary Landscaping Plans

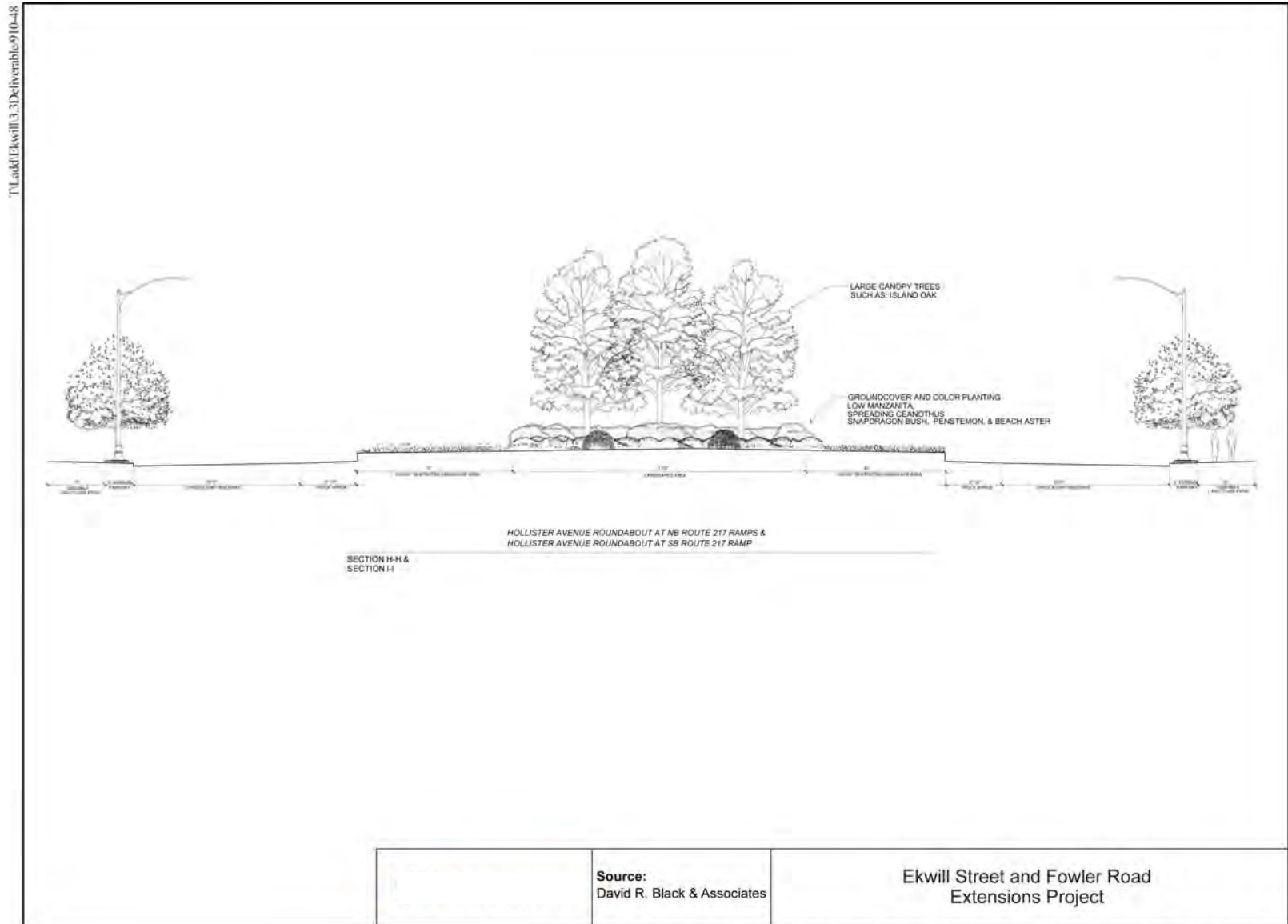


Figure 2-12f Preliminary Landscaping Plans

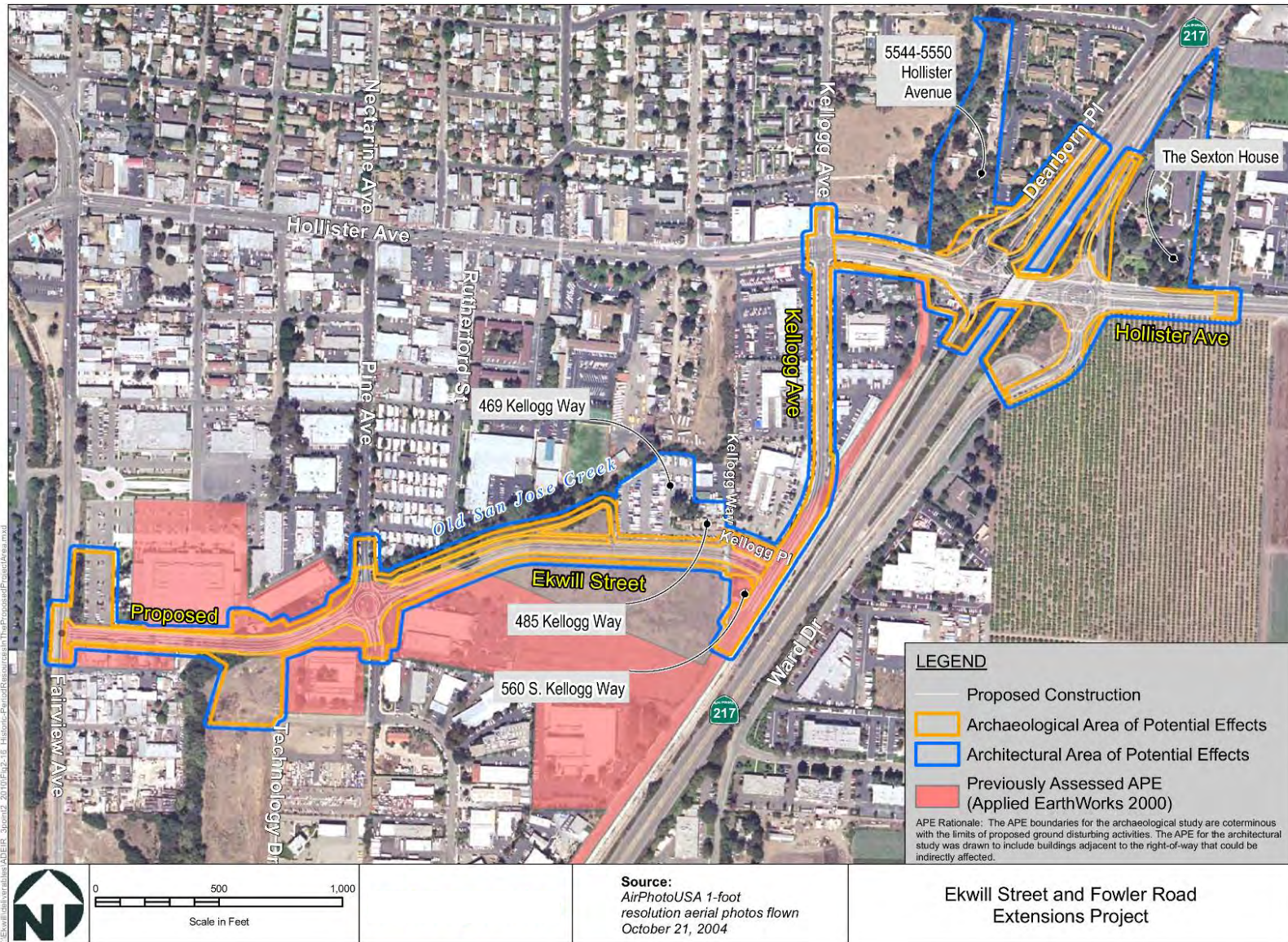


Figure 2-13 Historic-period Resources

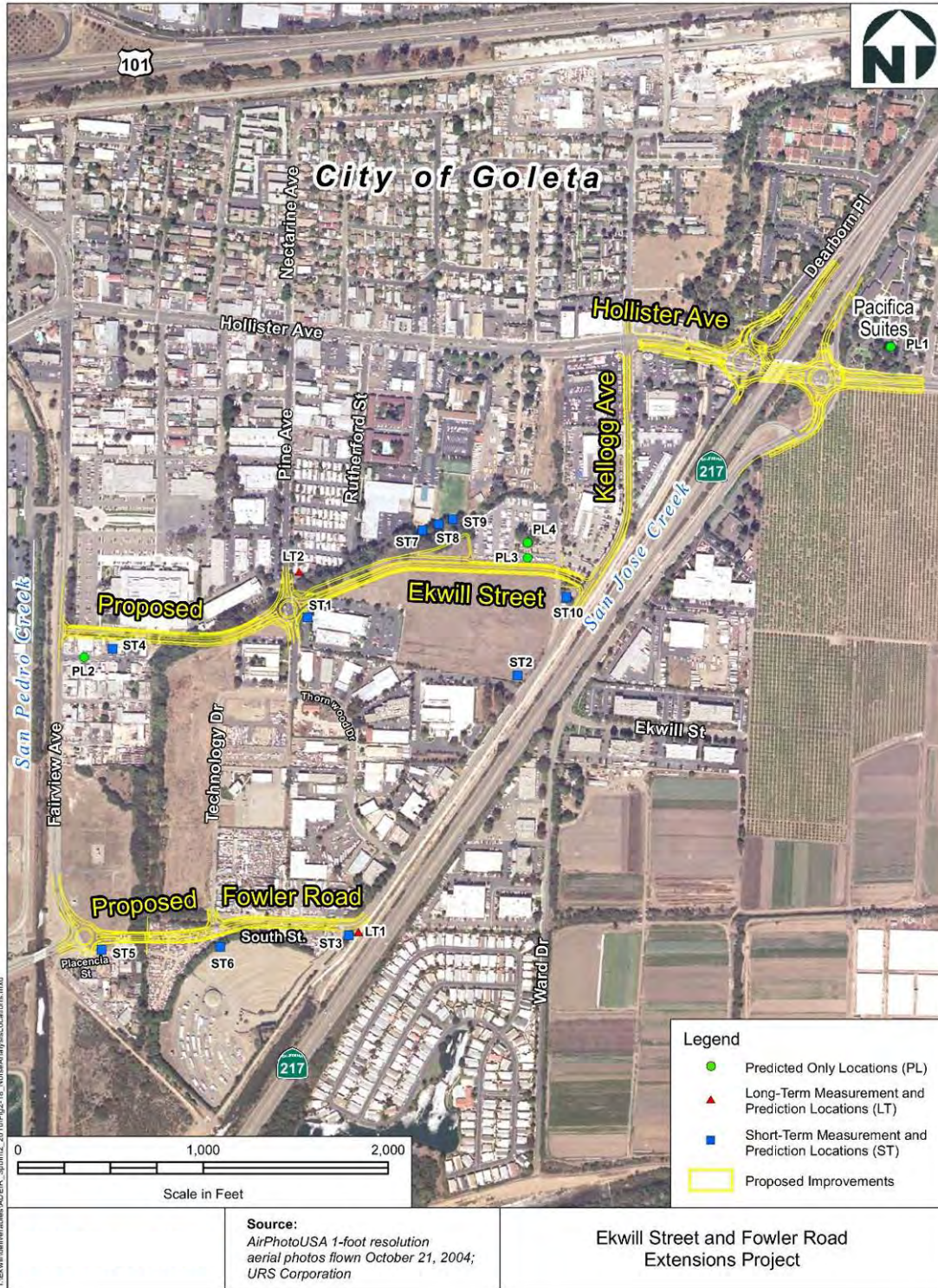


Figure 2-14 Noise Analysis Locations

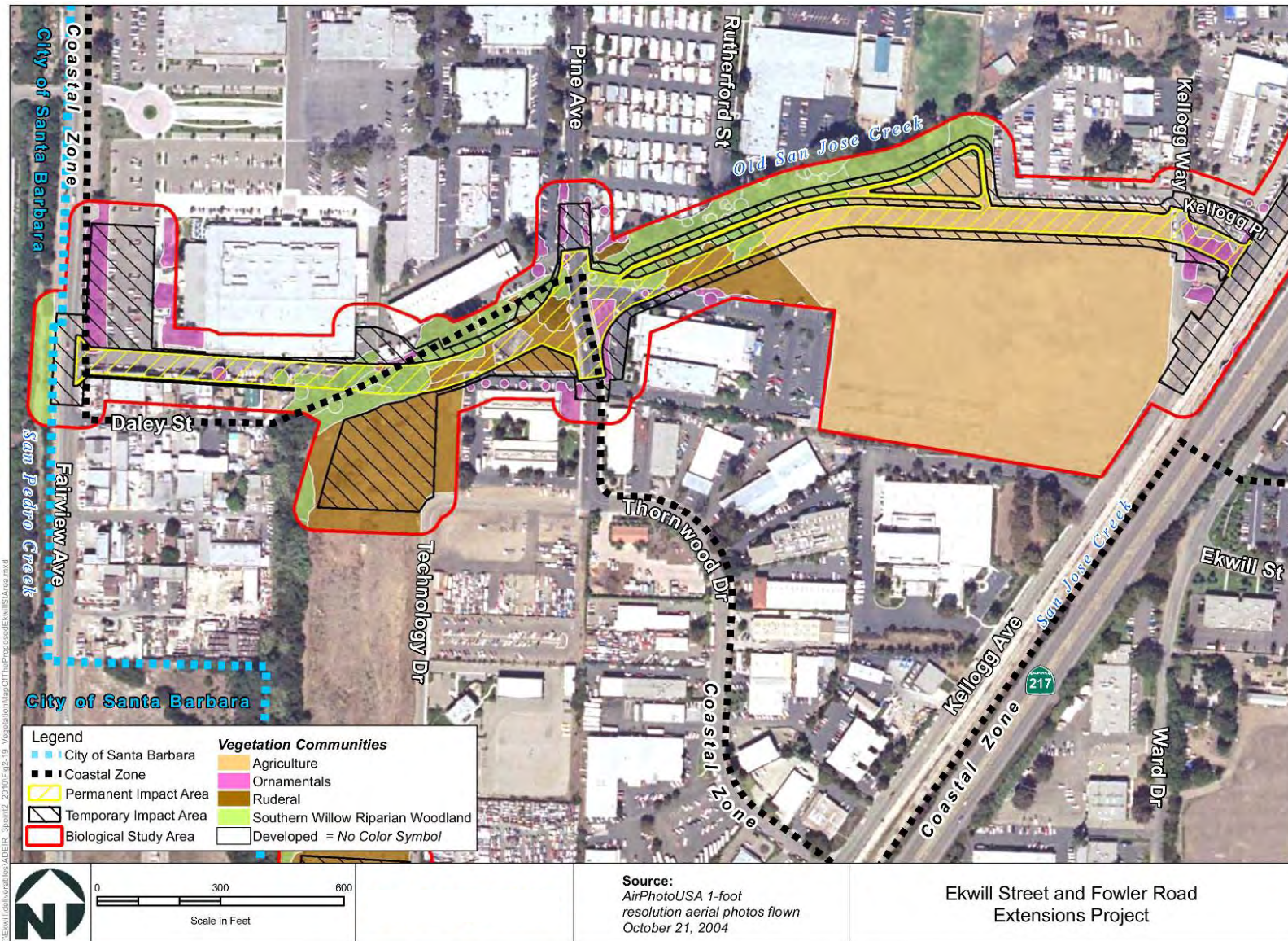


Figure 2-15 Vegetation Map of the Proposed Ekwil Street Extension Area

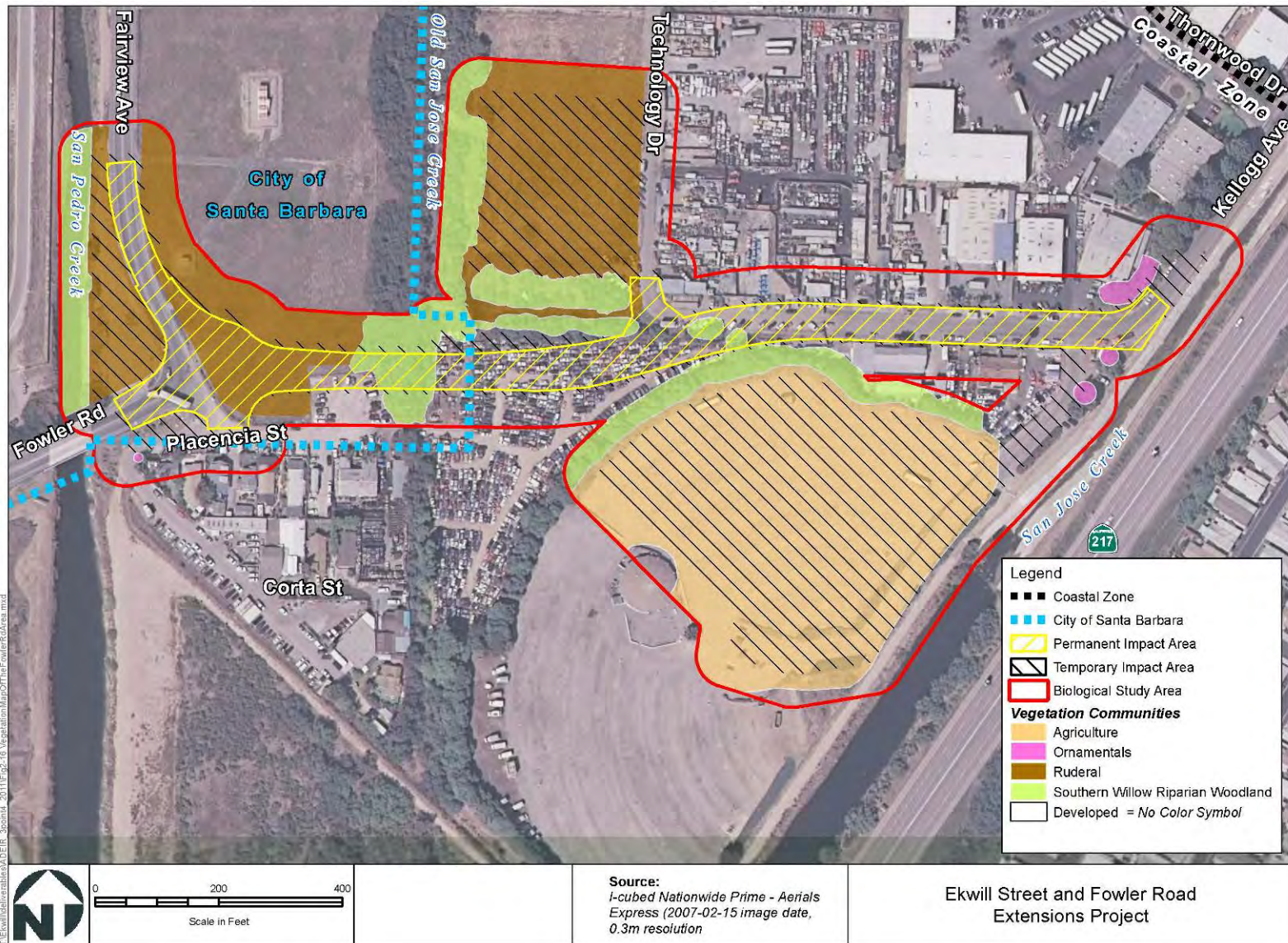


Figure 2-16 Vegetation Map of the Proposed Fowler Road Extension Area

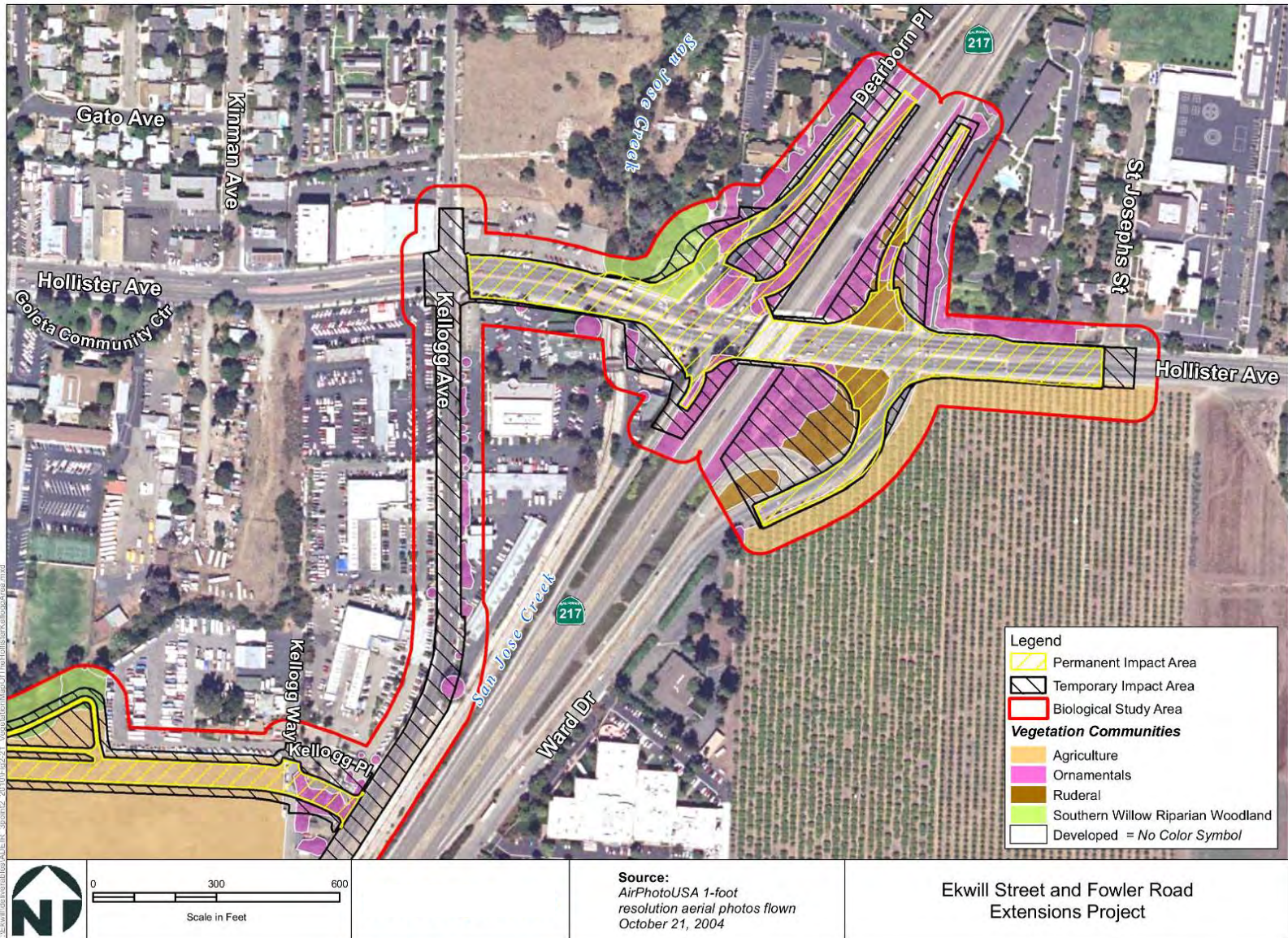


Figure 2-17 Vegetation Map of the Proposed Hollister/Kellogg Area

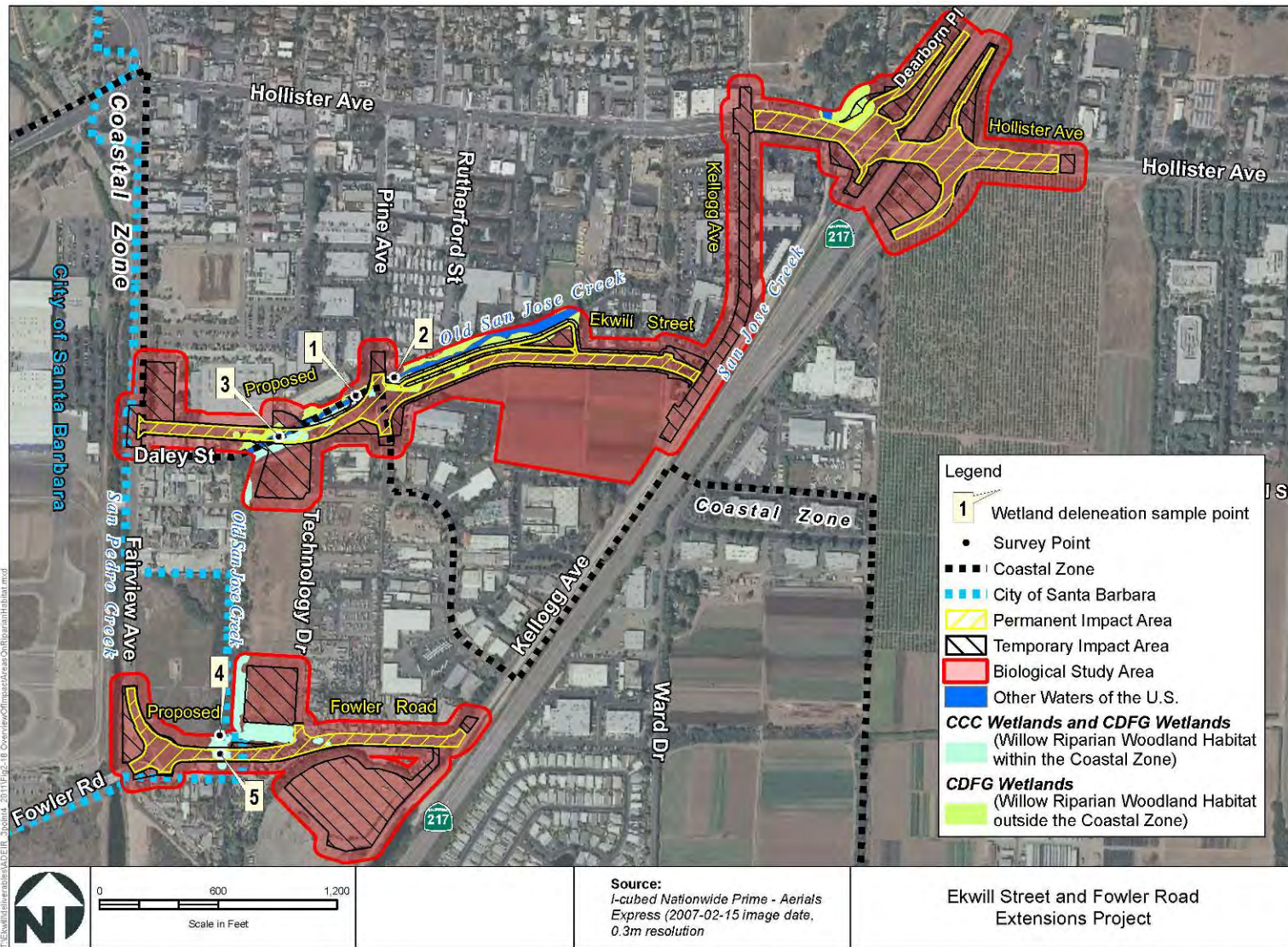


Figure 2-18 Overview of Proposed Project Impact Areas on Other Waters of the U.S., CCC Wetlands, and Willow Riparian Woodland Habitat

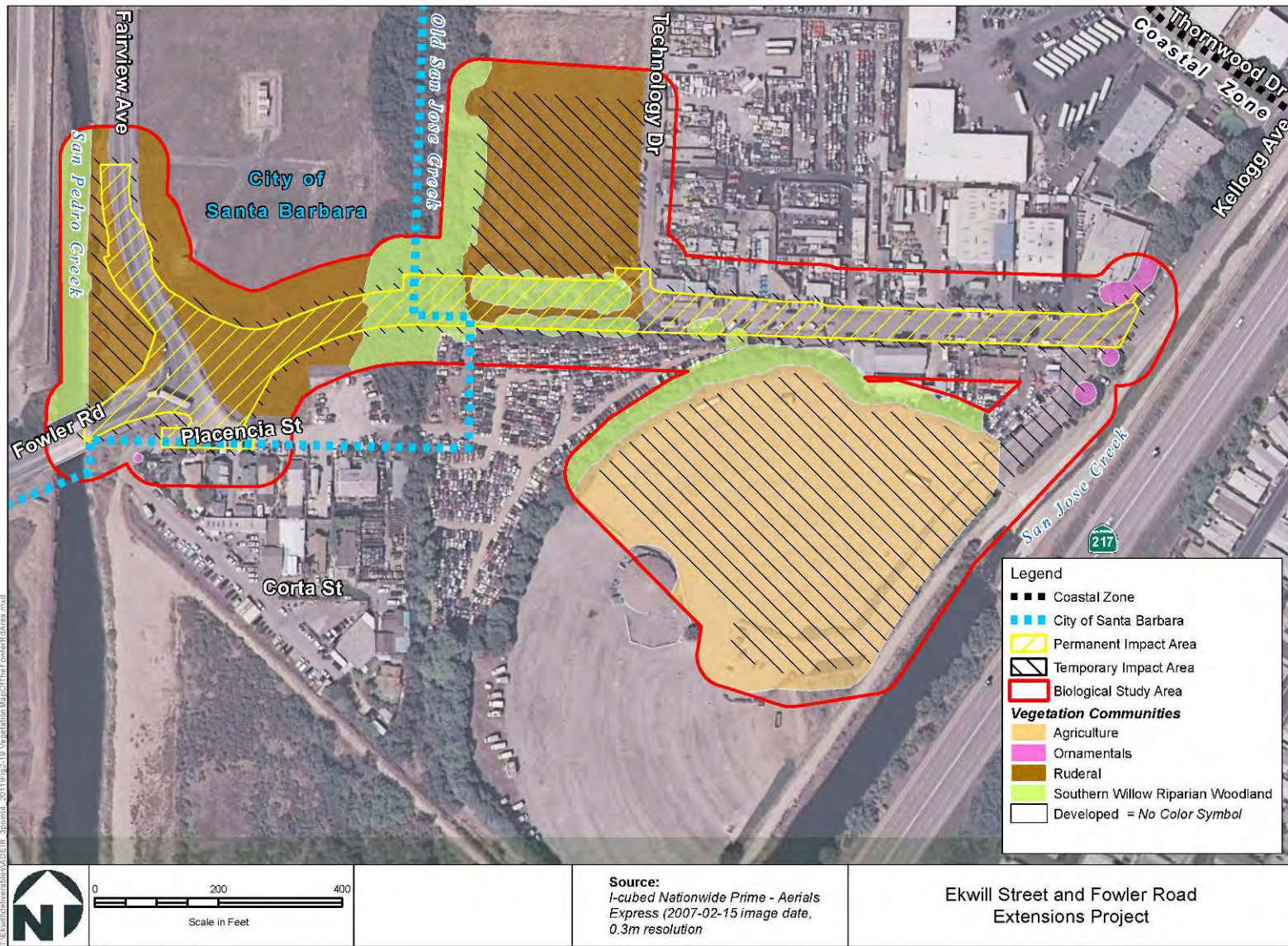


Figure 2-19 Vegetation Map of the Fowler Road Extension Alternative Area

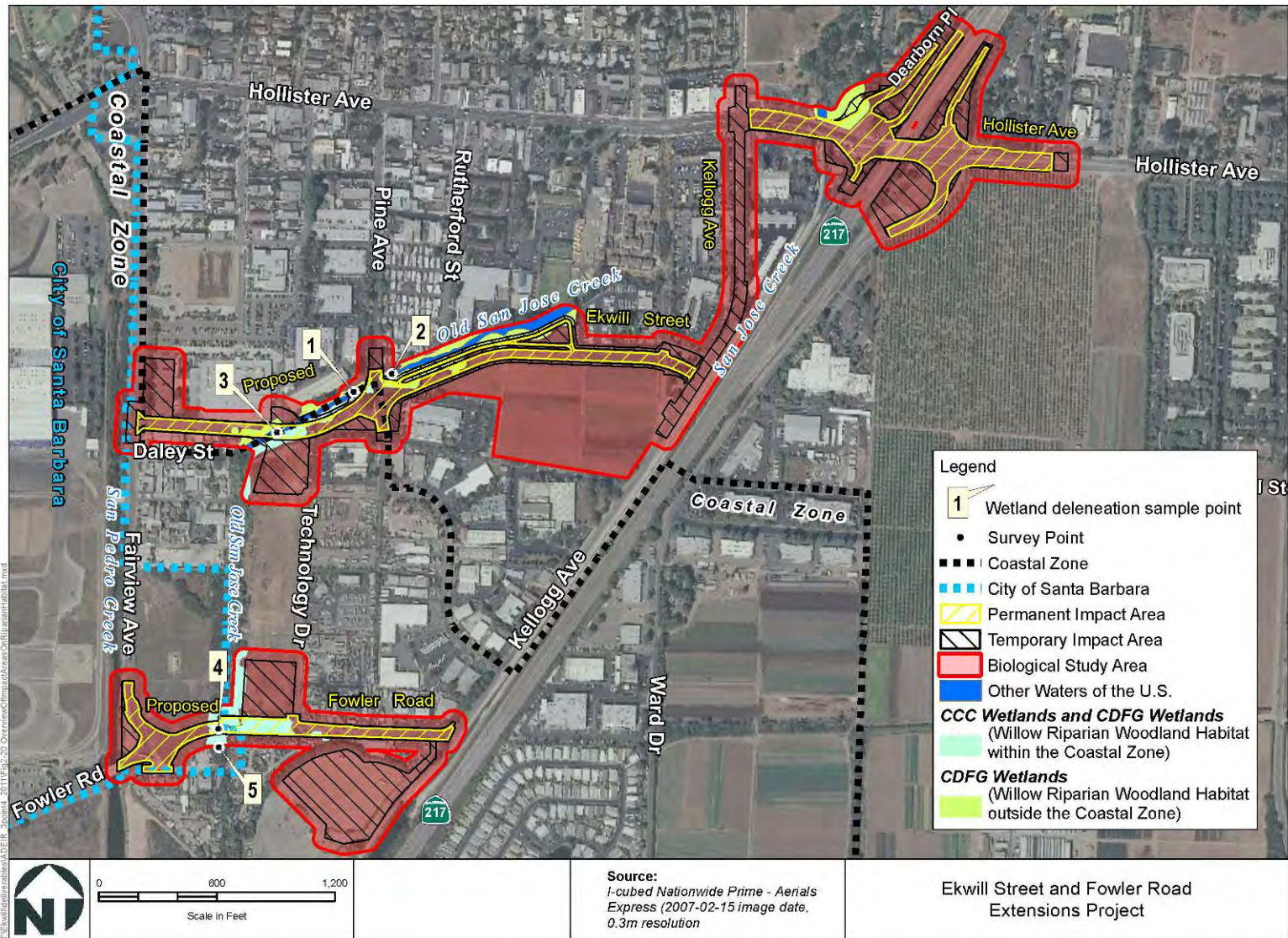


Figure 2-20 Overview of the Fowler Road Extension Alternative Impact Areas on Other Waters of the U.S., CCC Wetlands, and Willow Riparian Woodland Habitat

Appendix B Title VI Policy Statement

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DEPARTMENT OF TRANSPORTATION
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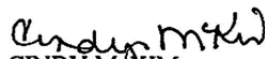
July 20, 2010

TITLE VI POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnnon@dot.ca.gov.


CINDY MCKIM
Director

"Caltrans improves mobility across California"

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program RELOCATION ASSISTANCE ADVISORY SERVICES

The proposed project would involve the relocation of the residents of a single-family home (see Relocations discussion in Section 1.3.1). The City of Goleta would be responsible for carrying out the relocation process and for any compensation that might be necessary. However, Goleta does not have its own relocation protocol, and therefore would adopt the protocol developed by Caltrans, which follows. All activities attributed to Caltrans within the protocol would be performed by the City of Goleta.

For more information on the relocation process, please contact:

Rosemarie Gaglione, PE, Capital Improvement Program Manager
City of Goleta
130 Cremona Dr. Suite B
Goleta, CA 93117
or via email to: rgaglione@cityofgoleta.org

The City of Goleta will use the Caltrans program protocol (included). Because Goleta will use the Caltrans protocols and because Goleta is the project sponsor, Goleta will take on the responsibilities that are identified in the protocol as being Caltrans'. Rosemarie Gaglione at the City of Goleta is available to answer relocation-related questions.

Declaration of Policy

“The purpose of this title is to establish *a uniform policy for fair and equitable treatment* of persons displaced as a result of federal and federally assisted programs in order that such persons *shall not suffer disproportionate injuries* as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall... be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations, Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This Act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons would be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations, and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (For business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of

information concerning Federal and State assisted housing programs, and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

Residential Relocation Payments

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort

Housing Program will be used (See the explanation of the Last Resort Housing Program below).

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is \$5,250. If the total entitlement for rent supplement exceeds \$5,250, the Last Resort Housing Program will be used.

In order to receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the \$22,500 and \$5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced;

Specific arrangements needed to accommodate any family member(s) with special needs;

- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family;
- Preferences in area of relocation;
- Location of employment or school.

Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any Federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization which has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans Right of Way. California’s law and the federal regulations covering relocation assistance provide that no payment would be duplicated by other payments being made by the displacing agency.

Appendix D Mitigation Monitoring
Reporting Plan

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Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
DRAFT EIR Section 2.1.1 – Land Use						
No mitigation is required beyond that described below for other resource areas.						
DRAFT EIR Section 2.1.2 –Recreation						
No mitigation is required						
DRAFT EIR Section 2.1.3 – Agricultural Resources						
No mitigation is required.						
DRAFT EIR Section 2.1.4 – Public Services						
No mitigation is required.						
DRAFT EIR Section 2.1.5 – Traffic and Transportation/Pedestrian and Bicycle Facilities						
No mitigation is required.						
DRAFT EIR Section 2.1.6 – Visual/Aesthetics						
No mitigation is required.						
DRAFT EIR Section 2.1.7– Cultural Resources						
CUL-1: Archaeological Monitoring and Discovery. All initial grading and excavation within Goleta shall be monitored by a qualified archaeologist and a Chumash Native American observer. <u>The archaeologist shall meet the professional qualifications defined in the Secretary of the Interior's Standards and Guidelines for archaeology.</u> Prior to construction, a brief archaeological monitoring plan shall be prepared and approved by Goleta in order to ensure that any unexpected discoveries of cultural resources shall be treated adequately and efficiently. The plan shall include, but is not limited to, the following stipulations:	Goleta staff	Pre-construction, construction, post-construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<ul style="list-style-type: none"> <li data-bbox="191 354 716 1377">• If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find. Goleta shall be immediately notified. If resources are discovered that are considered potentially eligible for listing in the California Register of Historic Resources, then they shall be addressed under the procedures set forth in CEQA, California Public Resources Code Section 15064.5. If the resources are located in Santa Barbara, they shall be addressed under procedures set forth in the 2009 Master Archaeological Resources Assessment for the Santa Barbara Airport, Santa Barbara, California. Reasonable efforts to protect the resources in place through capping shall be required. Any capping program shall be designed in consultation with the National Archaeological Clearinghouse for Archaeological Site Stabilization at the University of Mississippi. If data recovery through excavation is the only feasible mitigation, and if the cultural materials are of Native American origin, Goleta shall confer with the Chumash Native American observer and a data recovery plan shall be prepared and implemented. <li data-bbox="191 1382 655 1409">• Provisions for the curation of recovered 						

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p><u>artifacts, per CEQA Guidelines 15126.4(5)(b)(3)(C), in consultation with culturally affiliated Native Americans.</u></p> <ul style="list-style-type: none"> If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the Native American Heritage Commission who shall then notify the Most Likely Descendent. At this time, the person who discovered the remains shall contact Goleta and, if the discovery is within the Caltrans right-of-way, Caltrans, so that the agencies may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code 5097.98 are to be followed as applicable. 						
<p>CUL-2: Crew Education. Prior to construction, the project archaeologist shall conduct a brief workshop for construction personnel to describe the roles and responsibilities of the archaeological monitor and Chumash Native American observer, identify procedures that shall be followed in the event of unanticipated discoveries, describe regulatory protections of</p>	Goleta staff	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
archaeological resources, and identify penalties for unauthorized collection or destruction of archaeological resources.						
<p>CUL-3: Archaeological Resource Investigations within the Santa Barbara Airport. The western portion of the proposed Fowler Road extension and roundabout is within the Santa Barbara Airport property and thus subject to requirements of the Master Archaeological Resources Assessment for the Santa Barbara Municipal Airport, which classifies this portion of the project as a Low Native American Sensitivity Zone. In this zone the following is required:</p> <p>Prior to construction within this area, Santa Barbara requires subsurface testing by a qualified archaeologist of areas that will be disturbed by excavations deeper than two feet below grade. A Santa Barbara-qualified Barbareño Chumash representative is required monitor the subsurface testing. The investigation shall be structured so it can be easily amplified into a Phase 2 Archaeological Resources Report if buried resources are encountered. If no buried resources are encountered, construction monitoring in this area will not be required. If potentially significant resources are discovered, a Phase 2 evaluation shall be completed in accordance with federal, state, and Santa Barbara criteria. Any required mitigation shall be consistent with Santa Barbara's 2002 Master</p>	<p>Santa Barbara Airport Department staff, Goleta staff</p>	<p>Pre-construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
Environmental Assessment—Cultural Resources section.						
DRAFT EIR Section 2.1.8 – Utilities and Service Systems						
No mitigation is required.						
DRAFT EIR Section 2.2.1 – Hydrology and Water Quality						
HYDRO/WQ-1: Implement Erosion Control Plan. Prepare a grading plan that includes an erosion control plan to minimize the impact to waterways from the discharge of sediment and other construction debris. The grading plan shall include a geotechnical report. The recommendations contained in the approved geotechnical report regarding erosion control shall be incorporated into the grading plans.	Goleta staff or authorized monitor	Pre-construction, construction				
HYDRO/WQ-2: Stream Protection Areas. Portions of the project, specifically the crossing of Old San Jose Creek on Ekwil Street and San Jose Creek on Hollister Avenue, are located along riparian corridors. No construction shall be permitted within the Stream Protection Area for an Environmentally Sensitive Habitat Area during the rainy season (November 1 to March 31). Construction in Environmentally Sensitive Habitat Areas during the rainy season shall be restricted. Any equipment or material storage shall be prohibited within 100 feet of any stream top-of-bank, and fueling outside of approved staging areas shall also be prohibited.	Goleta staff or authorized monitor	Construction				
HYDRO/WQ-3: Best Management Practices. The project design shall include permanent Best	Goleta staff or authorized	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>Management Practices to minimize land disturbance and impervious surfaces, treat runoff, and incorporate any needed energy dissipation devices. Best Management Practices shall reduce the suspended particulate loads (and thus pollutants associated with the particulates) entering waterways after construction is completed. This category of water quality control measures can be identified as including both Design Pollution Prevention Best Management Practices and Treatment Best Management Practices. Measures that may be included during project design include:</p> <ul style="list-style-type: none"> • Infiltration devices • Biofiltration strips and wet basins • Biofiltration swales and Austin vault sand filters • Detention devices, Delaware filters, or multi-chambered treatment trains 	monitor					
DRAFT EIR Section 2.2.2 – Geologic Resources						
No mitigation is required.						
DRAFT EIR Section 2.2.3 – Hazards and Hazardous Materials						
No mitigation is required.						
DRAFT EIR Section 2.2.4 – Air Quality						
AQ-1: Construction Dust Control. Dust control and dust palliative requirements shall be incorporated. Construction contractors would comply with Section 7, “Legal Relations and Responsibility” and Section 14.9-01 “Air Quality”	Goleta staff	Pre-construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>of the 2009 Caltrans Standard Specifications. In addition, Goleta would comply with Air District rules including Rule 345, regarding control of fugitive dust.</p> <p>The following measures shall be implemented to mitigate airborne dust emissions during construction:</p> <ul style="list-style-type: none"> • Apply water or dust palliative to the site and wash equipment as frequently as necessary to control airborne dust. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible. • The amount of disturbed area would be minimized and on-site vehicle speeds would be reduced to 15 miles per hour or less. • Install gravel pads or other track-out reduction measures at project access points to minimize mud deposits on public roads that would be affected by construction traffic. • If stockpiling of fill material is involved, soil stockpiled for more than two days would be 						

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>covered, kept moist, or treated with soil binders to prevent dust generation.</p> <ul style="list-style-type: none"> Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease airborne particulate matter. 						
<p>AQ-2: Construction Equipment Emissions Controls. The following measures shall be implemented to minimize emissions of particulate emissions from construction equipment.</p> <ul style="list-style-type: none"> Diesel construction equipment meeting the California Air Resources Board Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible. Diesel-powered equipment should be replaced by electric equipment whenever feasible. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the Environmental Protection Agency or California. Catalytic converters shall be installed on gasoline-powered equipment, if feasible. All construction equipment shall be maintained in tune per the manufacturer's 	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
specifications. <ul style="list-style-type: none"> The engine size of construction equipment shall be the minimum practical size. 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. 						
DRAFT EIR Section 2.2.5 – Greenhouse Gas						
No mitigation is required.						
DRAFT EIR Section 2.2.6 – Noise						
Noise-1: Caltrans Construction Contractor Specifications. Comply with Caltrans’ Standard Specifications Section 14-8.02 (2009), Sound Control Requirements, including: <ul style="list-style-type: none"> The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the job site without an appropriate muffler. 	Goleta staff or authorized monitor	Pre-construction, construction				
Noise-2: Construction Noise Abatement. As directed by the resident engineer, the contractor shall implement appropriate additional noise	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
abatement measures during construction including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources, as determined feasible by the resident engineer or construction manager/superintendent.						
DRAFT EIR Section 2.2.7 – Energy Utilization						
No mitigation is required.						
DRAFT EIR Section 2.3.1 – Natural Communities						
NA-1: Protection and Replacement of Riparian Habitat. Areas of disturbance along Old San Jose Creek shall be minimized to the greatest extent feasible. In areas of dense willow riparian woodland, the work area shall be minimized to the least amount of area needed to build the culverts at the creek crossings. The construction area shall be designated and fenced off with environmentally sensitive area fencing, and no ground disturbance in riparian areas outside the designated construction area shall be permitted. Environmentally sensitive area fencing shall be installed in coordination with a City-approved biologist. In addition, a biological monitor shall be present during the removal of dense vegetation to ensure that no sensitive species are present in the area.	Goleta staff or authorized monitor	Pre-construction, post-construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>Permanent loss of wetland willow riparian woodland habitat shall be mitigated by restoring riparian habitat, with top priority given to restoring areas along Old San Jose Creek where native riparian habitat is lacking due to invasion of non-native species. To the extent feasible, habitat and trees lost in the coastal zone shall be mitigated in the coastal zone. Both inside and outside the coastal zone, permanent loss of coastal wetland/riparian vegetation shall be mitigated at a ratio of 3:1, equaling 4.29 acres of riparian restoration. Temporary impacts shall be mitigated at a ratio of 2:1, equaling an additional 2.78 acres of coastal wetland/riparian vegetation restoration, for a grand total of 7.07 acres of riparian restoration to be implemented (mitigation for permanent and temporary impacts).</p> <p>Mitigation of impacts within the coastal zone shall include, to the maximum extent feasible:</p> <ul style="list-style-type: none"> • Replacing patches of non-native species in the project right-of-way with native riparian willows or scrub within the Old San Jose Creek corridor to expand the existing riparian canopy. • Enhancing the habitat quality of Old San Jose Creek by removing invasive species and revegetating with native riparian species. There would be a substantial benefit to riparian habitat quality by removing highly invasive species such as 						

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>giant reed from the entire Old San Jose Creek corridor.</p> <p>Mitigation outside of the coastal zone shall include the following, to the maximum extent feasible: enhancement, restoration, or a combination of the two, as described above. Armitos Park is a potential riparian mitigation site, because it is located within the San Jose Creek watershed and is owned by Goleta. Mitigation shall occur at appropriate areas within the vicinity of the project, to the extent feasible, and areas beyond the project vicinity as necessary.</p>						
<p>NA-2: Implement Native Tree Inventory and Protection Plan. A detailed inventory of native trees and a tree protection plan shall be developed by a certified arborist or qualified expert prior to project construction. The tree protection plan shall be submitted to Goleta for review. Any mature native trees damaged or removed shall be replaced at a ratio of 10:1, and, as noted above, any trees lost in the coastal zone shall be replaced in the coastal zone. Suitable restoration areas will be selected along Old San Jose Creek or San Jose Creek. Native trees shall be grown from local seed stock in 5-gallon containers and planted at 8- to 10-foot spacing.</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, post-construction</p>				
<p>NA-3: Avoid Landscaping Use of Invasive Plants. To reduce the impacts of invasive plants colonizing adjacent native habitats, the</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, post-construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>landscaping plan for the project would be reviewed by a Goleta-approved biologist. The landscaping and erosion control that would be developed for the project would not use known invasive plants that frequently escape to native habitats. Those plants identified on the 2009 California Invasive Plant Council's website under the current Invasive Plant Inventory List would not be used in the landscaping design or for erosion control. Instead, appropriate local native species will be used. Using local native plants and trees in the landscaping design will also reduce impacts to wildlife by providing roosting and nesting habitat for raptors and passerines that use the adjacent agricultural lands, riparian habitat and wetlands.</p>						
<p>NA-4: Invasive Species Management. Avoid or minimize use of fertilizer, pesticides, herbicides, and excessive irrigation to minimize the opportunities for invasive species to colonize landscaped areas.</p>	Goleta staff	Post-construction				
<p>DRAFT EIR Section 2.3.2 – Wetlands and Other Waters</p>						
<p>WE-1: Avoid Environmentally Sensitive Habitat Areas. Excavation work within or near environmentally sensitive habitat areas, including native trees, shall be avoided to the maximum extent feasible. With the exception of the culvert crossings of Old San Jose Creek at Ekwill Street and Fowler Road, and the pedestrian bridge across San Jose Creek on the north side of</p>	Goleta staff or EQAP monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>Hollister Avenue, all ground disturbance and vegetation removal shall be prohibited where feasible within a minimum of 25 feet from either side of the top of bank of Old San Jose Creek and San Jose Creek, a minimum of 50 feet from wetlands outside the coastal zone, and 100 feet from wetlands inside the coastal zone. In areas where work must occur within these buffers, a boundary of the least amount of area required for the project should be established. Where possible, construction and staging areas shall be set back from wetland areas with protective fencing to such an extent that wetland areas will not be impacted by construction activities. Construction shall occur only within the fenced area. Fencing shall be installed prior to any earth movement. Pesticide and herbicide use shall be prohibited unless other less damaging means of control have been found infeasible.</p>						
<p>WE-2: Wetland Habitat Restoration. As required by Mitigation Measure NA-1, impacts to streams and wetlands shall be mitigated at ratios of 3:1 (permanent impacts) and 2:1 (temporary impacts), and the required mitigation acreage would total 7.07 acres.</p>	<p>Goleta staff or authorized staff</p>	<p>Pre-construction, construction, post-construction</p>				
<p>WE-3: Construction Site Housekeeping. To minimize pollutants that may impact downstream water bodies or habitat, no debris, soil, silt, sand, bark, slash, sawdust, rubbish, construction waste, cement or concrete or washings thereof, oil or petroleum products, or other organic or</p>	<p>Goleta staff or authorized monitor</p>	<p>Construction</p>				

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>earthen material from construction or associated activity of any nature shall be allowed to enter into, or be placed where it may be washed by rainfall or runoff into, waters of the state. When operations are completed, any excess materials or debris shall be removed from the work area. No construction waste or other refuse shall be deposited within 150 feet of the high water mark of any stream. Furthermore, use of fertilizers, pesticides, and herbicides shall be prohibited near wetland areas unless other less damaging means of control have been found infeasible. Routine trash cleaning shall be implemented around riparian areas adjacent to roads.</p>						
<p>DRAFT EIR Section 2.3.3 – Plant Species</p>						
<p>PL-1: Pre-Construction Floristic Surveys and Compensation. Pre-construction surveys shall be conducted during the blooming period of special-status plant species. A City-approved biologist shall be present during initial vegetation clearing. Where vegetation is too dense, it may not be feasible to conduct a pre-construction survey; in that case, special-status plant species will be searched for by a City-approved biologist while vegetation is being cleared during construction. If special-status species are encountered, efforts will be taken to avoid damage and removal. However, if special-status species such as southern tarweed or Plummer’s baccharis within the construction footprint cannot be avoided, the extent of any impacts will be</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
recorded and salvage and/or restoration planting of the impacted species will be implemented to compensate for the loss.						
PL-2: Plant Restoration. If sensitive plant species are to be impacted during construction, restoration measures shall be implemented for each species. For example, plant species could be transplanted and kept at a suitable nursery until they could be replanted at project-related restoration mitigation sites. If necessary, more plants shall be propagated in a greenhouse from a local seed source and planted in suitable restoration sites in order to ensure the successful re-establishment of as many plants as were disturbed. Refer to Section 2.3.1 for more detail on restoration for riparian understory species. A similar suggested measure is to either collect seed from plants prior to disturbance or transplant individual plants to a nursery until their seeds can be harvested and broadcast in flat and open disturbed areas that would be revegetated after construction.	Goleta staff or authorized monitor	Pre-construction, construction, post-construction				
DRAFT EIR Section 2.3.4 – Animal Species						
AN-1: Construction Restrictions for Riparian Birds and Raptors. If project construction must take place within a 300-foot buffer of riparian areas during the breeding season, a U.S. Fish and Wildlife Service protocol-level survey shall be conducted the year prior to construction to determine presence/absence of the least Bell's	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>vireo. Should presence be determined, U.S. Fish and Wildlife Service and California Department of Fish and Game shall be notified and avoidance and minimization measures to reduce potential impacts to least Bell's vireo will be implemented. Disturbance to riparian vegetation will be minimized, and noise from construction shall not exceed an hourly Leq of 60 dBA in riparian areas as established by the U.S. Fish and Wildlife Service.</p> <p>In addition to the protocol-level vireo surveys, weekly breeding bird surveys should be conducted within the project site and 300-foot buffer area, commencing 30 days prior to construction during the nesting season. If bird nests are found within 300 feet of the construction zone (500 feet for raptors), work activities within this radius shall cease until a qualified biological monitor, in consultation with resource management agencies, has determined that it is safe for construction to proceed, or until the monitor has determined that the young have fledged the nest.</p> <p>The contractor shall avoid vegetation removal within riparian areas during nesting season (March 1 through September 15) to avoid impacts to the Bell's vireo and other bird species that nest within riparian habitat.</p>						
<p>AN-2: Minimize Construction Noise. During construction, noise shall be minimized to the extent feasible at all times near riparian areas to</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>reduce disturbance to potential nesting and non-nesting birds and raptors.</p> <p>The following measures would be incorporated to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> • All construction equipment would have properly maintained sound-control devices, and no equipment would have an unmuffled exhaust system. • Contractors shall implement appropriate additional noise measures including but not limited to <ul style="list-style-type: none"> ○ changing the location of stationary construction equipment, ○ shutting off idling equipment, and ○ installing acoustic barriers around substantial sources of stationary construction noise. 						
<p>AN-3: Construction Zone Housekeeping. During construction, all food waste and trash shall be kept in trash cans in work areas and disposed off-site at the end of each work day to avoid attracting wildlife which could result in an increase of predators of sensitive riparian birds.</p>	Goleta staff or authorized monitor	Construction				
<p>AN-4: Conduct Monarch Butterfly Surveys and Avoidance. Construction impacts to Monarch butterflies shall be avoided or minimized by performing site-specific surveys for roosting butterflies prior to removal of large eucalyptus trees. This would apply along the Ekwill Street extension because this is the only</p>	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>portion of the biological study area where there are moderate groves of eucalyptus trees. Monarch roost sites are environmentally sensitive habitat areas; however, public accessways are considered a resource-dependent use and may be located within a Monarch butterfly environmentally sensitive habitat area or buffer as long as impacts are avoided and minimized where possible. If the eucalyptus groves in the project area are found to serve as Monarch butterfly roosting trees, these trees shall be avoided and impacts shall be minimized to the extent practicable. In addition, if Monarch butterflies are found using the eucalyptus trees as roosting sites, unavoidable tree removal shall be delayed until the butterflies abandon the roosts.</p>						
<p>AN-5: Use Low-level Lighting Near Riparian Habitats. Only low-level lighting shall be used near riparian areas to reduce disturbance to riparian birds and raptors.</p>	Goleta staff or authorized monitor	Pre-construction, post-construction				
<p>AN-6: Maintenance Restrictions. Any routine vegetation trimming for maintenance along roads shall be conducted during the non-breeding season to avoid disturbance to breeding birds and raptors.</p>	Goleta staff	Pre-construction, post-construction				
<p>AN-7: Avoid/Minimize Impacts to Least Bell's Vireo. Establish a 300-foot buffer zone around riparian areas that will be affected during construction. Plot these zones on construction</p>	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>maps. Minimize the area of disturbance in riparian vegetation.</p> <p>If construction must occur during the breeding season and least Bell's vireos are found in the in the riparian areas or buffer, construction-related noise would remain below 60 dBA within 300 feet of riparian habitat, as approved by the U.S. Fish and Wildlife Service.</p> <p>Avoid vegetation removal within riparian areas during nesting season (February 15 through August 31) where feasible. No tree removal shall occur during the breeding season.</p>						
<p>AN-8: Conduct Pre-construction Protocol Surveys for Least Bell's Vireo. If project construction must take place in or within a 300-foot buffer of riparian areas during the breeding season, a U.S. Fish and Wildlife Service protocol-level survey must be conducted the year prior to construction to determine presence/absence of this species.</p>	Goleta staff	Pre-construction, construction				
<p>AN-9: Conduct Breeding Bird Surveys. If construction must take place near riparian areas during the breeding season, weekly breeding bird surveys should be conducted within the project area and 300-foot buffer zone. If bird nests are found within 300 feet of the construction zone, work activities would cease until a qualified biological monitor, in consultation with resource management agencies, has determined that it is safe for construction to proceed, or until the</p>	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
monitor has determined that the young have fledged the nest.						
<p>AN-10: Dry Season Construction and Stormwater Pollution Prevention Plan. Construction (installation) of the pedestrian bridge across San Jose Creek would occur during the dry season, generally from April 1 to October 31, when steelhead would not be moving through the creek at the proposed bridge location. Although no steelhead would be present during construction, a Stormwater Pollution Prevention Plan that includes efficient erosion control and spill control measures to prevent indirect impacts to the creek must be approved by resource agencies and Goleta and Caltrans, as appropriate, prior to bridge-related construction.</p>	Goleta staff or authorized monitor	Construction				
DRAFT EIR Section 2.4 – Cumulative Impacts						
No mitigation is required.						

Appendix E State Historic Preservation
Office Section 106 Concurrence
Documentation

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**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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April 19, 2010

Reply To: FHWA091124A

Valerie Levulett
Chief, Central Region Technical Studies Branch
Heritage Resource Coordinator
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Determinations of Eligibility for the Proposed Ekwil Street and Fowler Road Extensions Project, Goleta, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Caltrans) determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- John Begg Family House, 469 Kellogg Way, Goleta, CA
- Newland Property, 5544-5550 Hollister Avenue, Goleta, CA
- 560 Kellogg Avenue, Santa Barbara, CA
- 485 Kellogg Way, Santa Barbara, CA

Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan A. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Appendix F Policy Consistency Analysis

The project is included in and thus consistent with the following regional and local planning documents: Goleta Old Town Revitalization Plan, Goleta Transportation Improvement Plan, County of Santa Barbara Regional Transportation Plan, County of Santa Barbara Regional Transportation Improvement Program, Santa Barbara County Federal Transportation Improvement Program, and Goleta General Plan/Coastal Land Use Plan (General Plan). Consistency analyses are provided below.

Table F-1 California Coastal Act Consistency Analysis

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Section 30231 Biological productivity; water quality. Maintain quality of wetlands and coastal waters and, where feasible, restore quality of coastal waters, to promote biological productivity.</p>	<p>Consistent. Two culvert crossings over Old San Jose Creek would have concrete headwalls and retaining walls. The creek bottom is unlined at each of the culvert crossings. Restoration proposed as part of the mitigation for the project serves to offset the impacts associated with the new stream crossings.</p>	<p>Consistent. The No-Project Alternative would not change the existing biological productivity and the quality of coastal waters. Under this alternative no offsetting restoration mitigation measures would occur.</p>
<p>Section 30233 Diking, filling or dredging; continued movement of sediment and nutrients. Minimize disturbance to natural wetlands, creeks, and coastal waters. Limit to necessary public uses as much as feasible.</p>	<p>Consistent. This public road crossing is designed to avoid and minimize impacts to the Old San Jose Creek. Installation of open-bottomed culverts associated with the proposed road crossings would maintain existing flood flow capacity and facilitate wildlife movement. Impacts are minimized to the maximum extent feasible, and offset by measures that would improve habitat quality and increase wetlands acreage.</p>	<p>Consistent. The No-Project Alternative would result in no expansion of road access crossing coastal wetlands. No diking, filling or dredging of sediment or nutrient in Old San Jose Creek would occur.</p>
<p>Section 30236 Water supply and flood control. Limit substantial alterations to rivers and streams, protect or improve wildlife habitat.</p>	<p>Consistent. The public road crossing is designed to avoid and minimize impacts to the Old San Jose Creek so it is not a substantial alteration. Minimum vegetation removal is proposed and flood flow capacity is maintained. The impacts are minimized to the maximum extent feasible, and are also offset by mitigation measures.</p>	<p>Consistent. The No-Project Alternative would not alter Old San Jose Creek and no restoration within the adjacent creek areas would occur.</p>
<p>Section 30240 Environmentally sensitive habitat areas; adjacent developments. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses</p>	<p>Consistent. Riparian areas affected by the proposed project have degraded habitat value. Avoidance of environmentally sensitive habitat area is not</p>	<p>Consistent. The No-Project Alternative would not result in any change to significant habitat values. No change to existing ESHA and ESHA buffers or</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>dependent on those resources shall be allowed within those areas. (b)Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</p>	<p>possible at the Old San Jose Creek crossings, so impacts are mitigated through minimization and restoration. The roads provide pedestrian and bicycle access to the Goleta Slough and improve access to coastal resources.</p>	<p>restoration would be implemented.</p>
<p>Section 30244 Archaeological or paleontological resources. Avoid adverse impacts to archaeological or paleontological resources.</p>	<p>Consistent. No archaeological or paleontological resources are known or expected to occur Mitigation measures would ensure that any unexpected significant discoveries would be managed appropriately.</p>	<p>Consistent. No development would occur and no unanticipated discoveries could occur.</p>
<p>Section 30251 Scenic and visual qualities. Protect scenic and visual qualities of coastal areas.</p>	<p>Consistent. Coastal views or views of other scenic areas would not be affected. Architectural elements would be consistent with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p>Consistent. No changes to the existing scenic and visual qualities in coastal areas would be implemented.</p>
<p>Section 30252 Maintenance and enhancement of public access. Maintain and enhance public access to the coast.</p>	<p>Consistent. The proposed project would facilitate access to Goleta Beach and nearby coastal areas and provide new bicycle lanes to the road network.</p>	<p>Potentially Inconsistent. Coastal access roads and bicycle paths connecting Old Town residential areas to coastal areas including Goleta Beach would remain undeveloped. As such, this Alternative is potentially inconsistent with this policy.</p>
<p>Section 30253 Minimization of adverse impacts. Minimize risks to life and property, assure stability of new construction, be consistent with air pollution restrictions, and minimize energy consumption and vehicle miles traveled.</p>	<p>Consistent. The proposed project would be consistent with this requirement with implementation of measures identified in sections 2.2.1 and 2.2.2 of this EIR. The proposed project is located on relatively flat ground far from bluffs and cliffs and would not cause significant erosion or geologic instability. The proposed project would be consistent with implementation of measures identified in Section 2.2.4. The proposed project would relieve traffic congestion and would be expected to minimize energy consumption. The proposed project would provide additional ways of moving through Old Town and would decrease in vehicle miles traveled.</p>	<p>Consistent. Under the No-Project Alternative no development impacts would occur. As such, this Alternative is potentially consistent with this policy.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Section 30601 Developments requiring coastal development permit from Commission. Prior to certification of the local coastal program and, where applicable, in addition to a permit from local government pursuant to subdivision (b) or (d) of Section 30600, a coastal development permit shall be obtained from the commission for any of the following: (3) Any development which constitutes a major public works project or a major energy facility.</p>	<p>Consistent. This Draft EIR would be used in part to obtain coastal development permits from the City of Santa Barbara, in compliance with its certified coastal plan, and the California Coastal Commission following local permitting by the City of Goleta.</p>	<p>Consistent. Under the No-Project Alternative no coastal development would occur.</p>
<p>Section 30606 Public works or state university or college or private university long-range land use development; notice impending development. Prior to the commencement of any development pursuant to Section 30605, the public agency proposing the public works project, or state university or college or private university, shall notify the commission and other interested persons, organizations, and governmental agencies of the impending development and provide data to show that it is consistent with the certified public works plan or long-range development plan. No development shall take place within 30 working days after the notice.</p>	<p>Consistent. The proposed project is consistent with previously proposed roads identified in the following plans: County of Santa Barbara's GTIP and Goleta's Capital Improvement Program, Goleta Old Town Revitalization Plan, and the Goleta's General Plan.</p>	<p>Potentially Inconsistent. The No-Project Alternative is inconsistent with road and bicycle improvements identified in the Goleta Capital Improvement Program, Old Town Revitalization Plan, and General Plan.</p>

Source: Public Resources Code Section 30000 division 20 shall be known and may be cited as the California Coastal Act of 1976 (updated and amended to 2009)

Table F-2 Goleta Old Town Revitalization Plan Consistency Analysis¹

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Policy LUR-OT-1. Preservation/replacement of existing conforming and non-conforming residential units within the proposed project area is encouraged.</p>	<p>Consistent. The proposed project has been designed to avoid and minimize impacts to residential units as much as possible. One residence will be demolished.</p>	<p>Consistent. The No-Project Alternative would result in no change to the existing conforming and non-conforming residential units within Old Town.</p>
<p>Policy LUC-OT-2. Increase accessibility and commercial activity for existing businesses along Hollister corridor, including increasing parking and Hollister Avenue Improvements.</p>	<p>Consistent. The proposed project includes Hollister Avenue improvements.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative road and bicycle infrastructure improvements within Old Town would listed in the Revitalization Plan and other local Plans would not be implemented.</p>
<p>Policy LUI-OT-1. High priority upon clean-up of existing industrial and heavy commercial areas in Old Town.</p>	<p>Consistent. Lands acquired for the project would be cleaned of any contamination prior to acquisition. Regulatory controls would ensure proper handling, onsite management and disposal of contaminated soil and groundwater that may be encountered during construction.</p>	<p>Consistent. This policy is intended to ensure that new development in Old Town's industrial and heavy commercial areas shall be cleaned-up prior to development. Under the No-Project Alternative no development would be permitted and clean-up would not be required.</p>
<p>Policy LUI-OT-3. If projects displace industrial or heavy commercial uses, Goleta will work with affected business owners on relocation.</p>	<p>Consistent. The proposed project has been designed to avoid and minimize impacts to businesses. A narrow right-of-way would be acquired through portions of parcels with existing businesses. Any displaced residents and business would be provided relocation assistance in accordance with the Relocation Assistance Program summarized in Appendix C.</p>	<p>Consistent. Under the No-Project Alternative no displacements would occur.</p>
<p>Policy VIS-OT-1. Improve the quality of the environment and building in Old Town. Preserve the sense of community and the historic value of the downtown area.</p>	<p>Consistent. Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines. The project design would be submitted to the City's Design Review Board (DRB) and the public to ensure it enhances Old Town's historic character and exemplifies best professional design practices.</p>	<p>Consistent. Under the No-Project Alternative no improvements to Old Town would be implemented. No opportunities for preservation or enhancement of Old Town would be required.</p>
<p>Policy VIS-OT-2. Create high quality pedestrian environment in the downtown area.</p>	<p>Consistent. The proposed project includes improvements that would enhance the pedestrian experience, including a pedestrian and bicycle bridge over San Jose Creek, a new segment of the Old San Jose Creek Trail, and new sidewalks along the road extensions. Architectural elements would be</p>	<p>Potentially Inconsistent. Under the No-Project Alternative no pedestrian areas would be improved.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	designed to enhance the visual character of Old Town.	
<p>Policy VIS-OT-3. Stimulate visual interest in the Old Town area through creative and extensive use of landscaping. Includes specific language about the Ekwill-Fowler Road Extensions Project.</p>	<p>Consistent. Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address landscaping. The project design would be submitted to the City’s DRB to ensure it enhances Old Town’s historic character and exemplifies best professional design practices.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative no visual enhancements through the use of landscaping in Old Town would occur.</p>
<p>Policy VIS-OT-6. Use pedestrian amenities and streetscaping to create an attractive environment enhance pedestrian interest, access and enjoyment.</p>	<p>Consistent. Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address streetscapes, landscaping, and other elements that would enhance interests of pedestrians and motorists alike. The project design would be submitted to the DRB to ensure it enhances Old Town’s historic character and exemplifies best professional design practices. Portions of the proposed project within the City of Santa Barbara would also be reviewed by that city’s ARB and Department of Public Works.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative no streetscape or pedestrian amenities would be constructed.</p>
<p>Policy VIS-OT-7. Use landscaping designed to create an attractive, unified and comfortable outdoor environment for pedestrians and to enhance public roadway corridors and road medians.</p>	<p>Consistent. Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address streetscapes, landscaping, and other elements that would enhance interests of pedestrians and motorists alike. The project design would be submitted to the City’s DRB to ensure it enhances Old Town’s historic character and exemplifies best professional design practices. As noted above, the City of Santa Barbara’s ARB would also review the proposed design.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative no visual interest enhancements through the use of landscaping would be constructed.</p>
<p>Policy VIS-OT-8. Use signs to maintain and enhance overall charm and character of Old Town.</p>	<p>Consistent. Design of the proposed project shall be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address signage, among other requirements. The project design would be submitted to the DRB to ensure it enhances</p>	<p>Consistent. Under the No-Project Alternative the City could still decide to erect new signs that would enhance the Old Town character.</p>

Appendix F • Policy Consistency Analysis

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	Old Town’s historic character and exemplifies best professional design practices.	
<p>Policy CIRC-OT-2. The City shall prioritize and construct capital improvement projects necessary for implementation of the Revitalization Plan.</p>	<p>Consistent. The proposed project is one of the capital improvement projects necessary for Revitalization Plan implementation.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative the proposed project, a capital improvement project in the Revitalization Plan, would not be built.</p>
<p>Policy CIRC-OT-3. Goleta placed “highest priority” planning, funding, and constructing the Ekwill Street extension, Fowler Road extension, and State Route 217 access modifications.</p>	<p>Consistent. This Policy refers to the proposed project.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative the Ekwill Street and Fowler Road access modifications specifically identified in this policy would remain undeveloped.</p>

Source: Goleta Old Town Revitalization Plan. County of Santa Barbara, Planning and Development Department. June 1998, and adopted by the City of Goleta February 2, 2002.

Note:

- ¹ Goleta Old Town Revitalization Plan is now being implemented by the City of Goleta.
- ² All References to Planning and Development (P&D) have been replaced by the City of Goleta’s Planning and Environmental Service Department.
- ³ Previous Goleta Old Town Revitalization Plan Policy references to the County (County of Santa Barbara) have been revised to City (City of Goleta), as this Plan has been adopted by the City.

Table F-3 Goleta Transportation Improvement Plan (GTIP) Project Consistency Analysis

GTIP Projects	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
R 6 Ekwill Road Extension	Consistent. The proposed project is consistent with project R 6 of the GTIP Roadway and Intersection projects circulation system goal of providing an alternative east-west travel route that would improve the operation of the Hollister Avenue corridor.	Potentially Inconsistent. Under the No-Project Alternative the Ekwill Street extension identified in this policy would remain undeveloped.
R 9 Fowler Road Extension	Potential Consistent. The proposed project is consistent with project R 9 of the GTIP Roadway and Intersection projects circulation system goal of providing an alternative east-west travel route that would allow direct access to and from the Santa Barbara Airport and various commercial and industrial land uses in the Goleta “Old Town” area.	Potentially Inconsistent. Under the No-Project Alternative the Fowler Road extension identified in this policy would remain undeveloped.
M 2 Hollister Avenue Improvements	Consistent. The proposed project includes improvements to the Hollister Avenue Intersection at SR 217 and will include sidewalks and landscaped improvements to the median. There will be ten foot wide paths on both sides of each Hollister Avenue roundabout for both pedestrian and bicycle use.	Potentially Inconsistent. Under the No-Project Alternative the Hollister Avenue improvements identified in this policy would remain undeveloped.
M 6 Traffic Calming Program	Consistent. Traffic calming measures (i.e., roundabouts) are part of the proposed project. These will address problems related to increased vehicular traffic and vehicular speed.	Potentially Inconsistent. Under the No-Project Alternative vehicular traffic calming measures including four roundabouts would remain undeveloped.

Source: 1999. Final Goleta Transportation Improvement Plan (GTIP) adopted by Board of Supervisors, May 25, 1999, and adopted City of Goleta October 2004.

**Table F-4 County of Santa Barbara Airport Land Use Plan
Consistency Analysis**

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Airport Height Restriction Policy. Restrict height of buildings in Federal Aviation Regulation areas, or other objects or incompatible uses near county airports. Review any projects near the airport that could intrude on navigation.</p>	<p>Consistent. Goleta is required to provide the FAA with FAA forms 7460-1 Notice of Proposed Construction or Alteration, and 117-1, Notice of Progress of Construction or Alteration. Through this notification process, the FAA would ensure that all tall elements to be constructed within the Clear Zone (e.g., streetlights) would meet height restrictions.</p>	<p>Consistent. Under the No-Project Alternative no development is proposed within the airport’s Clear Zone.</p>
<p>Airport Safety Policy. Restricts development on new incompatible land uses within airport safety areas.</p>	<p>Consistent. The proposed project use as road ways is not considered an incompatible use within airport safety areas 1, 2, and 3.</p>	<p>Consistent. Under the No-Project Alternative no roadway would be proposed within the airport safety areas 1, 2, and 3.</p>
<p>Airport Noise Policy. Ensure that new land uses in the area are compatible with aircraft noise.</p>	<p>Consistent. The proposed project use as road ways is not considered an incompatible use within airport safety areas 1, 2, and 3.</p>	<p>Consistent. Under the No-Project Alternative no new land uses would be proposed within the airport safety areas 1, 2, and 3.</p>

Source: *Airport Land Use Plan*. Santa Barbara County Airport Land Use Commission and Santa Barbara County Association of Governments (SBCAG) 1993.

Table F-5 City of Goleta, General Plan/Coastal Land Use Plan Policy (General Plan) Consistency Analysis

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
Land Use Element (LU)		
<p>LU: Guiding Principles and Goals, Item 2.2.1. Preserve sensitive habitats and other natural resources.</p>	<p>Consistent. As described in Section 2.3.1 Natural Communities and 2.3.2 Wetlands and Other Waters of the Draft EIR, numerous avoidance, minimization and/or mitigation measures will be carried out during and after construction to ensure that no residual significant impacts to any biological or natural resources occur, consistent with the direction provided in this guiding principle and goal.</p>	<p>Consistent. Under the No-Project Alternative no new development would occur and no habitat or natural resources would be modified.</p>
<p>LU 1.7: New Development and Protection of Environmental Resources. New development must adhere to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats.</p>	<p>Consistent. Environmentally sensitive habitat areas (ESHAs) located within and adjacent to the project include a stream, riparian habitat, and wetlands, as well as other habitat areas that support rare or threatened species. The proposed project is included within the General Plan and minimizes activities within designated ESHAs, and mitigates potential impacts to these habitats (considered ESHA under Conservation Element policies 6.1 and 7.1) consistent with the direction provided in this guiding principle and goal. Numerous avoidance, minimization and/or mitigation measures are described in Sections 2.3.1 through 2.3.4 of this EIR.</p>	<p>Consistent. Under the No-Project Alternative no new development would occur and no ESHAs would be modified.</p>
<p>LU 1.12 General. Allows for streets being permitted in each land use designation, subject to appropriate review and mitigation.</p>	<p>Consistent. The project is a road improvement project and is the subject of the Draft EIR.</p>	<p>Consistent. Under the No-Project Alternative no improvements to public rights-of-way would occur.</p>
Open Space Element (OS)		
<p>OS: Guiding Principles and Goals, Item 5. Preserve Goleta’s existing open space areas and increase the amount of permanently protected open space as opportunities arise.</p>	<p>Consistent. The proposed Ekwill Street extension would remove a few acres of existing agricultural land. However, the General Plan has specifically designated these lands for non-agricultural (commercial) uses and therefore does not intend for this policy to be applied to these lands.</p>	<p>Consistent. Under the No-Project Alternative no improvements to open space agricultural areas would occur.</p>
<p>OS: Guiding Principles and Goals, Item 9. Ensure the protection of areas associated with Native American culture, including burial sites, religious and ceremonial sites, archaeological or</p>	<p>Consistent. Based on literature searches and field surveys, there are no known significant or potentially significant cultural or archeological resources within the proposed project Area.</p>	<p>Consistent. Under the No-Project Alternative no ground disturbance would occur which may potentially expose cultural resources. No known significant or potentially significant cultural or</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
historical sites, and other cultural sites.	Avoidance, minimization, and mitigation measures are provided in Section 2.1.7 in the event that resources are encountered during the construction process. As such, the project is consistent with this policy.	archeological resources exist within the proposed project Area.
OS 8.3 Preservation. Protects and preserves cultural resources from destruction, preferably by leaving the resource in place.	Consistent. The project does not impact any known significant or potentially significant cultural resource.	Consistent. Under the No-Project Alternative no significant or potentially significant cultural resources would be impacted.
OS 8.5 Mitigation. If a resource of cultural significance is found, reasonable efforts to leave these resources in an undisturbed state are required. If excavation is the only feasible mitigation, the affected Native American nation or most-likely descendants and appropriate agencies will be consulted and utilized to handle artifacts respectfully and appropriately.	Consistent. The project is unlikely to contain a resource of cultural significance, as documented in the literature searches and field surveys. Avoidance, minimization, and mitigation measures are provided in the event that resources are encountered during the construction process.	Potential Consistent. Under the No-Project Alternative no unexpected discoveries would occur and no mitigation would be required.
OS 8.6 Monitoring and Discovery. sites identified as archaeologically sensitive, site preparation that requires earth moving requires a qualified archaeologist and appropriate Native American observer. If items are found, all work shall stop, Goleta will be notified, and a report by a qualified consultant assessing the find and offering recommendations will be written. Goleta and the affected Native American nation(s) will determine disposition of the find.	Consistent. All these requirements are identified as mitigation measures in Section 2.1.7.	Consistent. No ground disturbance would occur under the No-Project Alternative.
OS 8.7 Protection of Paleontological Resources. Should substantial paleontological resources be encountered during construction activities, are found, all work that could affect the find must stop, Goleta must be notified within 24 hours, and a report by a qualified consultant assessing the find and offering recommendations will be written. After implementation of possible recovery measures, construction may continue.	Consistent. The proposed project site is underlain by thick Recent Age Alluvium that is unlikely to contain potentially significant paleontological resources. Should any potentially significant fossils be uncovered during construction, the required archaeological monitor would implement standard emergency discovery measures	Consistent. No ground disturbance would occur under the No-Project Alternative.
Conservation Element		
CE: Guiding Principles and Goals, Item 2. Preserve, restore, and enhance the physical and biological integrity of Goleta’s creeks and natural drainages and their associated riparian and creekside habitats.	Consistent. The culverts are designed to minimize the impacts to the drainage. Habitat restoration proposed as part of the mitigation for the project serves to offset the impacts associated with the new stream crossings and enhance natural habitats.	Consistent. No creek or riparian habitat disturbance would occur under the No-Project Alternative.
CE: Guiding Principles and Goals, Item 4.	Consistent. Project design avoids and minimizes impacts to	Consistent. No wetlands or habitat disturbance would occur

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Identify and protect wetlands, including vernal pools, as highly productive and complex ecosystems that provide special habitats for flora and fauna as well as for their role in cleansing surface waters and drainages.</p>	<p>wetlands. Design changes were made during the course of the Draft EIR process to further avoid and minimize wetland impacts. Most of the wetlands are protected in place. Some removal is proposed but will be offset with mitigation through restoration. The proposed project was designed in part to avoid and protect wetlands to the extent feasible and practical.</p>	<p>under the No-Project Alternative.</p>
<p>CE: Guiding Principles and Goals, Item 8. Preserve and protect agriculture, encourage future expanded agricultural production by protecting land and supporting direct marketing, and ensure compatibility of nearby development with agriculture.</p>	<p>Consistent. The proposed Ekwil Street extension would remove a few acres of existing agricultural land. However, these lands have already been designated for non-agricultural (commercial) uses and this policy is not applicable to these lands.</p>	<p>Consistent. No right-of-way would be acquired and existing agricultural lands designated commercial and industrial would remain under the No-Project Alternative.</p>
<p>CE 1.6: Protection of Environmentally Sensitive Habitat Areas. Protect these areas against significant disruption of habitat values, develop only uses dependent on and compatible with maintaining such resources in these areas or their buffers. Only a few exceptions exist; one exception is road crossings of creeks.</p>	<p>Consistent. The proposed project is designed to avoid habitats designated as ESHA to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek ESHA impacts in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required for five years, as detailed in project mitigation, consistent with this policy. Impacts to ESHA as a result of public road crossings may be allowed under this policy.</p>	<p>Consistent. Under the No-Project Alternative no impacts to San Jose Creek ESHA would occur.</p>
<p>CE 1.7 Mitigation of Impacts to Environmentally Sensitive Habitat Areas. Where impacts to Environmentally Sensitive Habitat Areas cannot be completely avoided, site new projects so as to have the fewest or least significant impacts on the areas. Impacts must be fully mitigated, preferably on site.</p>	<p>Consistent. The proposed project is designed to avoid habitats designated as ESHA to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek ESHA impacts in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required for five years, as detailed in project mitigation,</p>	<p>Consistent. Under the No-Project Alternative no impacts to San Jose Creek ESHA would occur and no mitigation would be required.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	consistent with this policy. Impacts to ESHA as a result of public road crossings may be allowed under Policy CE 1.6.c.	
<p>CE 1.8 ESHA Buffers. Minimize impacts adjacent to Environmentally Sensitive Habitat Areas as much as feasible. Buffers must be big enough to ensure the biological integrity and preservation of the area they are designed to protect.</p>	<p>Consistent. The proposed project is designed to avoid habitats designated as ESHA, including the buffers, to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek.</p>	<p>Consistent. Under the No-Project Alternative no impacts to San Jose Creek ESHA would occur.</p>
<p>CE 1.9 Standards Applicable to Development Projects. Clear standards, such as when construction can occur, how much earth can be moved, and other specific restrictions apply to projects in or near Environmentally Sensitive Habitat Areas. All must be followed.</p>	<p>Consistent. (a–d) The project site plans and landscaping are generally designed to protect the ESHA and avoid impacts to the maximum extent possible. Where avoidance was not possible, impacts to ESHA are proposed where the road extensions cross Old San Jose Creek at two locations. The crossings include culvert designs that allow for wildlife movement and protect the creek bottom and related plant and wildlife resources in a natural state, consistent with this policy. The culvert design and related road design address runoff and erosion, consistent with this policy. Mitigation is proposed to remove non-native invasive species from the creek and adjacent habitats. (e) The proposed project does not propose nighttime lighting during construction. Operational lighting elements would be shielded and directed downward. Permanent lighting features along the road would be low voltage. (f) During project-related construction, noise levels would range from 82 to 102 dBA at a distance of 100 feet. The noise increase from the background conditions would be of short duration and occur during daytime hours, thus, minimized to the maximum extent possible. (g) The road improvement</p>	<p>Consistent. Under the No-Project Alternative no infrastructure improvements would occur.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	<p>project is generally located in an urban setting with the exception of the creek and agricultural lands. It is unlikely to generate fire hazards.</p> <p>(h) The timing of project-related grading and construction activities avoids the bird nesting and breeding season.</p> <p>(i) As per project mitigation, activities within Old San Jose Creek and related ESHA are prohibited during the rainy season, except where necessary to protect or enhance the ESHA itself.</p> <p>(j) A SWPPP will be prepared that will include an Erosion/Sedimentation Control Plan that will incorporate necessary erosion control measures.</p>	
<p>CE 2.2 Streamside Protection Areas. Established a streamside protection area along both sides of local creeks, to preserve the areas in their natural state and protect the associated ecosystems and habitats. Restricts the types of construction that can occur in these areas.</p>	<p>Consistent. The proposed project includes road crossings over Old San Jose Creek. This creek is identified as a SPA in the General Plan. The project is consistent with this policy because the policy allows for encroachment into the SPA if there is no feasible alternative siting for the development. The road improvements are designed to avoid and minimize impacts to the SPA to the maximum extent feasible and the project is therefore consistent with this policy. In addition, Policy CE 2.3 allows for SPA impacts for public road crossings, such as the proposed project.</p>	<p>Consistent. Under the No-Project Alternative, no impacts would occur within SPAs.</p>
<p>CE 2.3 Allowable Uses and Activities in Streamside Protection Areas. Allows only certain uses in these areas, including maintenance of existing roads, construction of public road crossings, drainage improvements, bicycle paths, and other specifically defined uses.</p>	<p>Consistent. The proposed project is a public road crossing project designed to avoid and minimize impacts to the Old San Jose Creek SPA. The policy allows for this type of activity.</p>	<p>Consistent. Under the No-Project Alternative the Old San Jose Creek SPA would remain in the existing condition.</p>
<p>CE 2.5 Maintenance of Creeks as Natural Drainage Systems. Maintain or restore creek banks, creek channels, and associated riparian areas to their natural condition wherever opportunities exist. This element is to assist natural environment maintenance, and create or maintain effective drainage for storm events.</p>	<p>Consistent.</p> <p>(a) The creek crossings are via culverts with open bottoms and are designed to maintain drainage capacity.</p> <p>(b) Minimum vegetation removal is proposed and flood flow capacity is maintained with the culvert design.</p> <p>(c) This policy specifically allows culverts for street crossing</p>	<p>Consistent. Under the No-Project Alternative no creek impacts or potentially beneficial restoration would occur. No opportunities for restoration of degraded habitat on San Jose Creek and Old San Jose Creek would be required.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	<p>projects, where no feasible alternative exists. The need for permanent BMPs such as retention basins, etc. shall be considered during final design. As such, the project is consistent with this policy. (Note: Permanent BMPs in the Caltrans ROW are not required by Caltrans.)</p> <p>(d) The proposed project shall comply with the City of Goleta Storm Water Management Plan and a SWPPP will be prepared that will include necessary BMPs.</p> <p>(e) The proposed creek crossings will not substantially alter the creeks as open-bottomed culverts will be used. There is no feasible alternative. The culverts are designed to allow passage of fish and wildlife. Culverts are used instead of bridging, but they meet the objective of this policy to maintain creeks as natural drainage systems.</p>	
<p>CE 3.3 Site-Specific Wetland Delineations. Goleta requires a detailed biological study for any project that has wetlands or potential for wetland species indicators, and a delineation of all wetland areas on the project site. The report must contain specific information and photographs based on California regulations and local requirements.</p>	<p>Consistent. A site-specific wetland delineation was conducted as part of project-related studies. The wetland delineation report includes all required information.</p>	<p>Consistent. No development would occur under the No-Project Alternative and site specific biological studies and wetland delineation reporting would be unnecessary.</p>
<p>CE 3.4 Protection of Wetlands in the Coastal Zone. Protects the biological productivity and the quality of wetlands in the coastal zone and, where feasible, restores it. Filling, diking, or dredging of open coastal waters, including wetlands, estuaries, and lakes, is prohibited except under certain, limited conditions. Buffers and feasible mitigation are required.</p>	<p>Consistent.</p> <p>(a) There are no feasible, environmentally less damaging alternatives to the proposed project.</p> <p>(b) The impacts are minimized to the maximum extent feasible.</p> <p>(c) The impacts resulting from the street crossings over Old San Jose Creek are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek.</p> <p>(d) The proposed fill is incidental and associated with a public service project.</p>	<p>Consistent. No Coastal Zone wetlands would be affected, as no development would occur in costal wetland resource areas under the No-Project Alternative.</p>
<p>CE 3.5 Protection of Wetlands Outside the Coastal Zone.</p>	<p>Consistent. The proposed project includes</p>	<p>Consistent. No Inland Zone wetlands would be affected, as no</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Protects the biological productivity and the quality of wetlands in the coastal zone and, where feasible, restores it. Filling, diking, or dredging of open coastal waters, including wetlands, estuaries, and lakes, is prohibited except under certain, limited conditions. Buffers and feasible mitigation are required.</p>	<p>impacts to wetlands outside of the coastal zone.</p> <ul style="list-style-type: none"> (a) Old San Jose Creek is relatively small, isolated, and no longer connected to a larger hydrologic system. It has degraded value. (b) The project design avoids and minimizes wetland fill and there are no feasible, environmentally less damaging alternatives to the proposed project. As such, the project is consistent with this policy. (c) The impacts are avoided and minimized to the maximum extent feasible. The fill will not reduce drainage capacity. The impacts resulting from the creek crossings are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek. 	<p>development would occur in inland wetland resource areas under the No-Project Alternative.</p>
<p>CE 3.6 Mitigation of Wetland Fill. Where any dike or fill development is permitted in wetlands in accordance with the Coastal Act and the policies of this plan, at a minimum mitigation measures shall include creation or substantial restoration of wetlands of a similar type.</p>	<p>Consistent. The proposed project includes impacts to wetlands both within and outside of the coastal zone. These impacts are offset by proposed mitigation measures requiring restoration at a 3:1 ratio for permanent impacts and a restoration of temporary impacts at a 2:1 ratio.</p>	<p>Consistent. No diking or filling of wetland would occur under the No-Project Alternative.</p>
<p>CE 4.3 Site-Specific Studies and Unmapped Monarch ESHAs. Monarch Environmentally Sensitive Habitat Areas have been mapped. If any new area not currently mapped is found, it shall receive the same protections as known sensitive monarch habitats. Development on sites monarchs are known to exist, or where there is probable cause to believe that monarch habitats may exist, are required to provide a site-specific study.</p>	<p>Consistent. The proposed project is not located within the vicinity of a known Monarch autumnal or winter roost site; however, there is a low potential for the eucalyptus trees within the project area to provide this habitat. Avoidance, minimization, and/or mitigation measures as proposed in Section 2.3.4 (Animal Species) of the Draft EIR specify that a site-specific study be conducted prior to construction.</p>	<p>Consistent. Any potential Monarch ESHAs within the project area would remain unaffected under the No-Project Alternative.</p>
<p>CE 4.4 Protection of Monarch Butterfly ESHAs. Monarch butterfly Environmentally Sensitive Habitat Areas must be protected against significant disruption of habitat values. Only certain development is allowed in these areas, one of which is public accessways.</p>	<p>Consistent. Impacts to Monarch ESHAs as a result of public road crossings may be allowed under this policy. See (e). The proposed project is designed to avoid habitats potentially designated as Monarch ESHAs to the maximum extent possible. If autumnal or winter roost sites are identified, where avoidance is not possible,</p>	<p>Consistent. Any potential Monarch Butterfly ESHAs within the project area would remain unaffected under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	specifically in potential habitat along Old San Jose Creek at the proposed Ekwil Street crossing, impacts would be minimized as proposed in the avoidance and minimization measures in Section 2.3.4 (Animal Species) of the Draft EIR.	
<p>CE 4.5 Buffers Adjacent to Monarch Butterfly ESHAs. Establishes buffers big enough to protect and preserve butterfly habitat. Grading and other activities that could alter the surface hydrology that sustains groves of trees are prohibited within or adjacent to the buffer area.</p>	<p>Consistent. The proposed project is designed to avoid habitats potentially designated as Monarch ESHA buffers to the maximum extent possible. If autumnal or winter roost sites are identified, where avoidance is not possible, specifically in potential habitat along Old San Jose Creek at the proposed Ekwil Street crossing, impacts in the buffer area would be minimized as proposed in the avoidance and minimization measures in Section 2.3.4 of the Draft EIR. Impacts to Monarch ESHAs as a result of public road crossings may be allowed under this policy.</p>	<p>Consistent. Any potential Monarch Butterfly ESHAs adjacent to the project area would remain unaffected under the No-Project Alternative.</p>
<p>CE 4.6 Standards Applicable to New Development Adjacent to Monarch ESHAs. Creates standards for development adjacent to Monarch Environmentally Sensitive Habitat Areas, including limiting the time of year construction could occur, and requiring studies to confirm the existence (or lack thereof) of monarch habitat.</p>	<p>Consistent. The proposed project is not known to occur within a Monarch ESHA or buffer. (a-d) Pre-construction site-specific Monarch surveys will be conducted. If present, the biological study report would comply with policies (b) through (d) and implement mitigation measures specified in Section 2.3.4 (Animal Species) of the Draft EIR.</p>	<p>Consistent. Any potential Monarch Butterfly ESHAs adjacent to the project area would remain unaffected under the No-Project Alternative.</p>
<p>CE 8.4 Buffer Areas for Raptor Species. Creates buffers around active and historical nest sites for protected species of raptors when feasible. If a biological study determines that an active raptor nest site exists on project property, whenever feasible no vegetation clearing, grading, construction, or other development activity shall be allowed within a 300-foot radius of the nest site during the nesting and fledging season.</p>	<p>Consistent. The proposed project is located within the vicinity of a known raptor nest located along Old San Jose Creek. Mitigation measures are proposed to restrict vegetation removal and construction-related work in areas near riparian habitat to the non-breeding season. Preconstruction breeding raptor surveys are also required. If nests are identified, construction is avoided within a buffer around the nest until young are fledged.</p>	<p>Consistent. Any potential raptor nesting areas within the project area would remain unaffected under the No-Project Alternative.</p>
<p>CE 9.2 Tree Protection Plan. Applications for new development on sites containing protected native trees are required to include a report by a qualified expert that inventories native trees and creates a Tree Protection Plan.</p>	<p>Consistent. Section 2.3.3 (Plant Species) of the Draft EIR includes the avoidance, minimization, and/or mitigation measures required to make this project consistent with this policy. Such measures require that a certified arborist or other expert prepare a</p>	<p>Consistent. No native trees would be removed under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	report including a native tree inventory and tree protection plan prior to construction. The tree protection plan would be a part of the project’s biological mitigation and reporting plan (see Mitigation Measure NA-1 in Section 2.3.1 of this EIR).	
<p>CE 9.3 Native Oak Woodlands or Savannas. Native oak woodlands and savannas are designated as preserved and protected with buffer areas, determined by the size of the trees and/or their root zones.</p>	<p>Consistent. The proposed project is designed to avoid impacts to native oak woodland and savannas (which are ESHAs) to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek. ESHA impacts in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required for five years, as detailed in project mitigation, consistent with this policy. Impacts to ESHA as a result of public road crossings may be allowed under Policy CE 1.6.c.</p>	<p>Consistent. No native oak woodlands or savannas would be removed under the No-Project Alternative.</p>
<p>CE 9.4 Tree Protection Standards. Requires that no native trees, their habitat, and their supporting drainages, be removed unless no feasible alternative exists. Critical root zones must be avoided even by roads and driveways, with a buffer to allow for continued growth.</p>	<p>Consistent. The proposed project is designed to avoid impacts to native trees to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek. No feasible alternative to avoid impacts to all native trees exists.</p>	<p>Consistent. No native trees or woodlands would be removed under the No-Project Alternative.</p>
<p>CE 9.5 Mitigation of Impacts to Native Trees. If mature native trees or habitat removal can’t be avoided, mitigation measures that require planting of replacement trees are required, preferably on site. Measures also must require monitoring for 5 years. Goleta may require replanting of trees that do not survive.</p>	<p>Consistent. The proposed project is designed to avoid mature native trees to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration at a 10:1 ratio in and adjacent to Old San Jose Creek. Impacts to mature native trees in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required</p>	<p>Consistent. No mature native trees would be removed under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	for five years, as detailed in project mitigation, consistent with this policy.	
<p>CE 10.4 New Facilities. New bridges, roads, culverts, and outfalls shall not cause or contribute to creek bank erosion or creek or wetland siltation. Water flow from roads into adjacent vegetated areas, or other onsite practices, must be incorporated into the project design. Best management practices must be used to minimize impacts to water quality and include erosion control, polluted runoff control plans, and soil stabilization techniques.</p>	<p>Consistent. Compliance with the NPDES permit includes the development of a SWPPP. The SWPPP will incorporate appropriate Best Management Practices (BMPs) to control storm water runoff during construction activities. Approved erosion control BMPs are described in the <i>Caltrans Construction Site Best Management Practices Manual</i> (Caltrans 2003). In addition, for areas outside the Caltrans ROW, the SWPPP will incorporate relevant BMPs identified in the City of Goleta Stormwater Management Plan and, where applicable, the City of Santa Storm Water Management Plan.</p>	<p>Consistent. No new facilities including roads or culverts would be built under the No-Project Alternative.</p>
<p>CE 10.9 Landscaping to Control Erosion. Landscaping used to control erosion shall use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation.</p>	<p>Consistent. The proposed project includes avoidance, minimization, and/or mitigation measures in Section 2.3.3 of the Draft EIR to use native plants where possible, to avoid using invasive species, and to minimize fertilizers, pesticides, herbicides and excessive irrigation.</p>	<p>Consistent. No landscape for erosion control planning would be required under the No-Project Alternative.</p>
<p>CE 11.2 Conversion of Agricultural Lands. Conversion of designated agricultural lands to other uses is not allowed.</p>	<p>Consistent/Not Applicable. The proposed Ekwil Street extension would remove a few acres of existing agricultural land. However, these parcels are not designated agricultural lands on General Plan Land Use Map (Figure 2-1) and the General Plan has specifically designated these lands for non-agricultural (commercial) uses.</p>	<p>Consistent. Development of lands adjacent to the proposed road extensions is likely to occur under the No Project Alternative, but development may take longer under this alternative.</p>
<p>CE 11.3 Compatibility of New Development With Agriculture. Development adjacent to lands designated for agriculture shall be designed and located so as to avoid or minimize potential conflicts with agricultural activities. Right-to-farm covenants and disclosure notices will be required for any development located adjacent to agricultural land.</p>	<p>Consistent. The agricultural lands crossed by the proposed project are not designated for agriculture and this policy is not applicable. However, the lands are currently farmed and the project location minimizes impacts to agricultural activities as much as possible.</p>	<p>Consistent. Use of these lands for farming would continue for some time under the No-Project Alternative, although these lands are expected to be developed over the long run.</p>
<p>CE 11.4 Buffers Adjacent to Agricultural Parcels. Buffers and other measures are required for projects next to designated agricultural lands.</p>	<p>Consistent. The project is not adjacent to lands designated for agricultural uses.</p>	<p>Consistent. No new development near agricultural lands would occur in the short-term under the No-Project Alternative. Over time, these parcels are expected to be developed under the No Project Alternative</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>CE 12.2 Control of Air Emissions from New Development. Rules that help maintain good air quality. Specific rules are designed for air emissions near sensitive habitat areas or other sensitive receptors. Any permit required by the Santa Barbara County Air Pollution Control District must be obtained before Goleta clears a project for development.</p>	<p>Consistent.</p> <p>(a) The proposed project has been evaluated pursuant to the Santa Barbara County Air Pollution Control District's Environmental Review Guidelines. Additionally, the air quality analysis included in Section 2.2.4 of this EIR was prepared in compliance with Santa Barbara Air Pollution Control District's (SBAPCD's) Scope and Content of Air Quality Sections in Environmental Documents.</p> <p>(b) While no significant and unavoidable impacts were identified with respect to Air Quality, contractors will be required to implement mitigation measures that will suppress PM₁₀ emissions generated during grading activities and reduce NO_x and PM_{2.5} generated by construction equipment to the degree possible.</p> <p>(c) Concerns regarding wood-burning fireplaces and commercial and industrial point source emissions are not applicable to the project.</p> <p>(d) See (b) above.</p>	<p>Consistent. No construction would occur in the short term under the No-Project Alternative. Future development of southern Old Town is still expected over the long-term and air quality impacts of any new developments would be required to comply with this policy.</p>
<p>CE 12.3 Control of Emissions during Grading and Construction. Construction site emissions shall be controlled by using specific measures defined in the element, including watering or other palliatives to reduce dust, covering trucks or open stockpiles of materials, and revegetating graded areas immediately upon completion of work.</p>	<p>Consistent. Measures AQ-1 through AQ-2 in Section 2.2.4 will control emissions during grading and construction.</p>	<p>Consistent. No construction would occur in the short-term. Any future developments under the No Project Alternative would be required to comply with this policy.</p>
<p>CE 12.4 Minimizing Air Pollution from Transportation Sources. Measures are designed to reduce air pollution from transportation sources. They include improving transit services, pedestrian and bikeway access, and improving intersections to minimize idling vehicles, among others.</p>	<p>Consistent. The proposed project includes road and intersection improvements. It is designed to relieve regional congestion, improve traffic circulation and infrastructure in Old Town, and improve access within Old Town and to the Santa Barbara Airport. The project includes pedestrian and bicyclist circulation and ties into the existing pedestrian and bicyclist system.</p>	<p>Potentially Inconsistent. Under the No-Project Alternation General Plan capital improvement projects including four roundabouts and two new roadways would not be constructed. The existing intersection operations would remain unimproved and inconsistent with this policy of the in the General Plan. Improvements to minimize intersection delays and complete portions of the pedestrian infrastructure in Old Town would not occur.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
Safety Element		
<p>SE 1.3 Site-Specific Hazards Studies. Requires surveys and analysis to protect from exposure to coastal and other hazards, where appropriate.</p>	<p>Consistent. As part of the final design phase of the project, a geotechnical report will be prepared by a licensed geotechnical engineer. This report will address all geologic and geotechnical issues relevant to the design of project.</p>	<p>Consistent. No development is expected in the short term under the No-Project Alternative and no geotechnical report or hazards studies will be required. Over the long-term, any new developments would be required to comply with this policy.</p>
<p>SE 4.3 Geotechnical and Geologic Studies Required. Where appropriate, Goleta requires new or expanded development to address potential geologic and seismic hazards for its review and acceptance.</p>	<p>Consistent. As part of the final design phase of the project, a geotechnical report will be prepared by a licensed geotechnical engineer. This report will address all geologic and geotechnical issues relevant to the design of project.</p>	<p>Consistent. No development is expected in the short term under the No-Project Alternative and no geotechnical report or hazards studies will be required. Over the long-term, any new developments would be required to comply with this policy.</p>
<p>SE 4.4 Setback from Faults. Goleta requires that new developments be set back from known active or potentially active fault lines.</p>	<p>Consistent. There are no known seismic fault lines within 50 feet of the footprint of the proposed project.</p>	<p>Consistent. No development is proposed under the No-Project Alternative; therefore this policy is not applicable.</p>
<p>SE 6.4 Avoidance of Flood Hazard Areas. Goleta discourages any new intensive development in flood hazard areas. Goleta will not approve development in a 100-year flood plain area that would obstruct flood flow, displace floodwaters onto other property, or create or worsen drainage problems.</p>	<p>Consistent. The project is not an intensive development. While it is currently located in a 100-year floodplain, the San Jose Creek Capacity Improvement Project would remove most of the project from the 100-year floodplain.</p>	<p>Consistent. The San Jose Creek Capacity Improvement Project would remove southern Old Town from the 100-year floodplain and, therefore, this is not an applicable policy.</p>
<p>SE 9.2 Height Restrictions. Goleta requires that buildings, other structures, and landscaping height limits conform to airport operational requirements. These airport-related restrictions apply only to special airport zones, for example, an airplane's approach zone beyond the end of a runway.</p>	<p>Consistent. The proposed project is located within the Santa Barbara Airport Clear Zone. The project is consistent with this policy because it is a road project and therefore the road improvements are near ground level. Also, the City is required to provide the Federal Aviation Administration (FAA) with FAA forms 7460-1 Notice of Proposed Construction or Alteration, and 117-1, Notice of Progress of Construction or Alteration. Through this notification process, the FAA would ensure that all tall elements to be constructed within the Clear Zone (e.g., streetlights) would meet height restrictions.</p>	<p>Consistent. The No-Project Alternative is potentially consistent with airport height restrictions, as no development would occur in the short term and any development that would occur over the long term must comply with these restrictions.</p>
<p>SE 10.7 Identification, Transport, and Disposition of Potentially Contaminated Soil. Requires specific health and safety plans for new development in areas containing potentially contaminated soil.</p>	<p>Consistent. During construction of the proposed project, hazardous materials associated with past industrial activities could be encountered. If encountered, hazardous materials will be handled, stored, transported and disposed of in accordance with all applicable federal, state, and local requirements.</p>	<p>Consistent. No new development would occur under the No-Project Alternative. Existing hazardous materials associated with past industrial activities would remain. Any new development that may occur over the long term could be conditioned to be consistent.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
Visual and Historic Resources Element (VH)		
<p>VH Guiding Principles and Goals Item 2. Ensure that new development is designed to preserve and protect important natural features and scenic resources.</p>	<p>Consistent. The proposed project involves the construction of traffic and circulation improvements within the Goleta Old Town Area. These improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south. Extensions of Fowler Road and Ekwil Street would cross San Jose Creek. However, the impacts to the natural environment and wetlands associated with the crossings would be minimal. Additionally, the new development would be designed to enhance the visual environment in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p>Consistent. Under the No-Project Alternative natural features and scenic resources would remain unimpaired.</p>
<p>VH Guiding Principles and Goals Item 7. Strengthen the character of Goleta Old Town to reflect its position as the historic hub of the community.</p>	<p>Consistent. The new development would be designed to enhance the visual character of Old Town in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative specific capital improvement projects designed to enhance Old Town would not be implemented in the short-term, although the No Project Alternative would not preclude future developments that could be conditioned to be consistent.</p>
<p>VH Guiding Principles and Goals Item 11. Lessen the visual impact of development through the use of appropriate landscaping.</p>	<p>Consistent. The new development would include landscaping designed to lessen the visual impact of development and enhance the visual character of Old Town in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p>Consistent. No new development would occur in the near term under the No-Project Alternative. The visual setting would not be enhanced with appropriate landscaping.</p>
<p>VH 1.1 Scenic Resources. Goleta protects and preserves specific scenic resources, including creeks and their associated vegetation, the foothills, and the Santa Ynez mountains.</p>	<p>Consistent. The proposed project involves the construction of traffic and circulation improvements within the Goleta Old Town Area. These improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south. Additionally, the improvements associated with the project would not impair other scenic resources in the area.</p>	<p>Consistent. Scenic resources would remain unaffected under the No-Project Alternative.</p>
<p>VH 1.2 Scenic Resources Map. Views from specified locations shall be</p>	<p>Consistent. According to Figure 6-1 from the City's General Plan,</p>	<p>Consistent. Scenic resources would remain unaffected under</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
protected by minimizing any impairment that could result from new development.	there are several public vantage points along Hollister Avenue within the project area. As mentioned above, the proposed project improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south, or other locally important scenic resources. As such, the project is consistent with this policy.	the No-Project Alternative.
<p>VH 1.4 Protection of Mountain and Foothill Views. Provides building and other restrictions to protect the views of the foothills and the Santa Ynez Mountains, including light shielding, building heights, landscaping, and other development practices, where appropriate.</p>	<p>Consistent. According to Figure 6-1 from the City’s General Plan, there are several public vantage points along Hollister Avenue within the project area. As mentioned above, the proposed project improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south, or other locally important scenic resources.</p>	<p>Consistent. Visual resource mountain and foothill public views would remain unaffected under the No-Project Alternative.</p>
<p>VH 1.5 Protection of Open Space Views. Protects views of open space, including agricultural lands, from public areas. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade views.</p>	<p>Consistent. The proposed project involves the construction of traffic and circulation improvements within the Goleta Old Town Area. These improvements would generally be at grade improvements that would not impair views of open space or agricultural land in the area from the perspective of public areas. Additionally, the improvements associated with the project would not impair other scenic resources in the area.</p>	<p>Consistent. Open Space views would remain unaffected under the No-Project Alternative.</p>
<p>VH 1.6 Preservation of Natural Landforms. Natural landforms shall be protected. For developments, protect first through site selection and then by use of alternatives that enhance and incorporate natural landforms in the design and minimize alteration of landforms.</p>	<p>Consistent. The components associated with the project are generally proposed within existing City right-of-ways, adjacent to existing City streets, or in relatively low-lying flat areas. Based on these site characteristics, site preparation associated with the construction of the various roadway improvements would only require minor grading work. No cut and fill or other major changes to the natural land form are required in order to complete the components of the project.</p>	<p>Consistent. Natural Land forms remain preserved under the No-Project Alternative.</p>
<p>VH 2.2 Preservation of Scenic Corridors.</p>	<p>Consistent. As noted earlier, Figure 6-1 contained within the</p>	<p>Consistent. Scenic corridors would remain unaffected under</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Preserve the aesthetic qualities of scenic corridors through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; open space associated with recreational and agricultural areas; and historic structures. If landscaping is used, take care to prevent a wall-like appearance. Appropriately design bridges, culverts, drainage ditches and other roadway elements; side slopes and earthen beams adjacent to roadways should be natural in appearance.</p>	<p>City's General Plan identifies locally important scenic corridors within the Goleta Old Town area, as well as the City as a whole. In proximity to the project area, Route 101, SR 217, and Hollister Avenue west of Fairview, are identified as scenic corridors. The roadway improvements associated with the proposed project would not impair these important scenic vistas or scenic corridors. Additionally, as required by the General Plan, new developments such as the proposed project will be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p>the No-Project Alternative.</p>
<p>VH 2.3 Development Projects Along Scenic Corridors. Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas.</p>	<p>Consistent. Development associated with the project would occur adjacent to scenic corridors identified in the City's General Plan. However, the improvements would not obstruct or impair views of scenic areas. Moreover, as noted above, the General Plan requires new developments such as the proposed project to be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines. The Goleta DRB review will ensure consistency.</p>	<p>Consistent. No development along scenic corridors would occur under the No-Project Alternative.</p>
<p>VH 2.4 Public Improvements. Public improvements visible from scenic corridors including landscaping, street lighting, signage, medians, noise attenuation walls, and other hardscape elements shall include a high level of design through appropriate detailing and use of high quality, durable materials.</p>	<p>Consistent. The General Plan requires new developments such as the proposed project to be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines, including portions that specifically address the design of architectural and landscaping elements of public improvements noted in the policy. The General Plan also requires that such project designs be submitted to the Design Review Board to ensure designs enhance Goleta's visual quality and exemplify the best professional design practices.</p>	<p>Consistent. No public improvements along scenic corridors would occur under the No-Project Alternative.</p>
<p>VH 2.6 Gateways to the City. Goleta should create prominent gateways at key city entrances. Features such as specimen trees, accent plantings, signage, public art, monuments, decorative pavement, and pedestrian amenities may be used to emphasize and enhance entries to the</p>	<p>Consistent. The proposed Hollister Avenue roundabouts are located at one of the proposed locations of a prominent gateway to the city. As noted, design of the proposed project would be in accordance with the Old Town Heritage District Architecture and</p>	<p>Potentially inconsistent. No gateway improvements at the Hollister Avenue and SR 217, a key entrance, would occur in the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
city.	Design Guidelines and would be submitted to the Design Review Board to ensure designs enhance Goleta’s visual quality and exemplify the best professional design practices.	
VH 3.5 Pedestrian-Oriented Design. Consider aesthetics for pedestrians and bicyclists.	Consistent. The proposed project incorporates bike lanes and wide sidewalks and would be designed to be in accordance with the Old Town Heritage District Architecture and Design Guidelines. The design would be submitted to the Design Review Board to ensure it enhances Goleta’s visual quality and exemplifies best professional design practices.	Potentially inconsistent. No pedestrian oriented design improvements connecting residential neighborhood north of Hollister Avenue and southern Old Town would occur under the No-Project Alternative.
VH 3.7 Signage. Signage to be tasteful, complementary, consistent, and restrained.	Consistent. Signage for the proposed project would be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines to ensure they enhance Goleta’s visual quality and exemplify the best professional design practices.	Consistent. Signage associated with the proposed improvements would not be constructed under the No-Project Alternative. The No Project Alternative would not preclude the City from installing other signage, however.
VH 4.2 Old Town. Maintain and enhance the historic character and make designs consistent with the Goleta Heritage District Architecture and Design Guidelines.	Consistent. Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines. The project design would be submitted to the Design Review Board and the public to ensure it enhances Old Town’s historic character and exemplifies best professional design practices.	Consistent. Under the No-Project Alternative no development would occur in the short term. Other developments of the area could be conditioned to comply with the policy.
VH 4.10 Streetscape and Frontage Design. Unify and improve streetscapes where feasible.	Consistent. Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically addresses design of streetscapes and frontage. The project design would be submitted to the Design Review Board to ensure it enhances Old Town’s historic character and exemplifies best professional design practices.	Potentially Inconsistent. Under the No-Project Alternative, streetscape improvements would not be constructed.
VH 4.12 Lighting. Design and locate outdoor lighting fixtures aimed downward, properly shielded, energy-efficient, and reduce glare or light pollution.	Consistent. The proposed project, as a City project, shall be designed in accordance with policies of the City’s General Plan.	Consistent. The proposed road improvements would not be constructed under the No-Project Alternative. No potential lighting impacts would occur and no new lighting would be needed in the near term. Over the long term, southern Old Town is expected to be developed and new projects

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
		could be conditioned to be consistent.
<p>VH 4.13 Signage. Create/use signs that maintain and enhance the city’s appearance through design, character, location, number, type, quality of materials, size, height, and illumination.</p>	<p>Consistent. As noted in Section 1.3.1 of this EIR, design of the project shall be in accordance with General Plan policies, including VH 4.13 and the Old Town Heritage District Architecture and Design Guidelines, which specifically addresses signage, among other requirements. The project design would be submitted to the Design Review Board and the public to ensure it enhances Old Town’s historic character and exemplifies best professional design practices, including those identified in items (a) through (g) of this policy.</p>	<p>Consistent. Signage that would be constructed under the proposed project would not be constructed under the No Project Alternative. This would not preclude the City from erecting signage to comply with the policy.</p>
<p>VH 4.14 Utilities. Place any new utility lines underground, and/or screen where feasible.</p>	<p>Consistent. All utilities associated with the proposed project would be placed underground in the shoulder of each roadway.</p>	<p>Consistent. Under the No-Project Alternative, there would be no construction of the proposed project and above ground utility lines located in developed areas would remain, although the No Project Alternative would not preclude future developments that could be conditioned to comply with this policy.</p>
<p>VH 4.15 Site-Specific Visual Assessments. Use as much modeling, simulations, perspectives, photographs, or other tools as necessary to evaluate the visual effects of proposed development and demonstrate visual compatibility.</p>	<p>Consistent. The visual assessment in Section 2.1.6 provides photographs of the existing conditions. Due to the low height and relative simplicity of the structures that would be constructed, more elaborate tools are not considered necessary to assess project impacts.</p>	<p>Consistent. No visual simulation is necessary to demonstrate the site-specific attributes of the No-Project Alternative.</p>
<p>VH 5.2 Locally Significant Historic Resources. Identify locally significant resources.</p>	<p>Consistent. These criteria were used to determine whether the proposed project would affect historically significant resources. None will be adversely affected. See section 2.1.7.</p>	<p>Consistent. The No-Project Alternative would impact no local historically significant resources. No preservation of existing historic resources would occur.</p>
<p>VH 5.4 Preservation of Historic Resources. Protect historic resources and the heritage they represent.</p>	<p>Consistent. No significant or potentially significant structures would be affected by the proposed project.</p>	<p>Consistent. The No-Build Alternative would impact no local historically significant resources. No preservation of existing historic resources would occur.</p>
<p>VH 5.7 New Construction. Respect and design in order to be compatible with any identified historical resource.</p>	<p>Consistent. The easternmost Hollister Avenue roundabout and streetscape elements (e.g., street lights) would be located near the historically significant Sexton House. Project design shall be consistent with the Old Town Architecture and Design Guidelines which were developed</p>	<p>Consistent. Under the No-Build Alternative no development would occur. No change in local historical resources would occur.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	to ensure that new developments maintain and enhance the historic character of the City, including the Sexton House.	
VH 6.2 Preservation. Preserve and protect and, where feasible, enhance historic and cultural landscapes.	Consistent. No historical or cultural landscapes would be affected by the proposed project.	Consistent. No historical or cultural landscapes would be affected by the No-Build Alternative.
Transportation Element (TE)		
TE Guiding Principles and Goals Item 1. Plan and provide transportation facilities and services in a manner that reinforces, rather than detracts from, the character of the community and its quality of life.	Consistent. The proposed project is a transportation-related project designed to reduce congestion and improve circulation through the City, therefore enhancing the community’s character and quality of life.	Potentially Inconsistent. Transportation infrastructure improvements identified in the General Plan would not be built under the No-Build Alternative. The community character of Old Town’s facilities would remain unimproved.
TE Guiding Principles and Goals Item 2. Build transportation improvements on a timely basis to support new development without reducing levels of service.	Consistent. The proposed project is a transportation-related project designed to improve LOS and circulation through the City.	Potentially Inconsistent. Under the No-Project Alternative the proposed project would not be built. The proposed project is a set of transportation improvements identified in the General Plan that are designed in part to improve LOS in the City. LOS in the City is project to decline without the proposed project.
TE Guiding Principles and Goals Item 7. Improve connectivity between the various travel modes, including auto, bus, rail, bicycle, and pedestrian facilities.	Consistent. The proposed project is a transportation-related project designed to improve circulation through the City for all travelers regardless of mode of transportation. It includes roadways, bicycle lanes, and pedestrian facilities.	Potentially Inconsistent. Under the No-Project Alternative proposed vehicular, bicycle and pedestrian improvements in Old Town would not be implemented. Specifically planned roadways, bikeways, sidewalks and pedestrian bridge designed to improve connectivity within Old Town would not be implemented.
TE Guiding Principles and Goals Item 9. Increase safety, improve traffic flows, and reduce congestion on local roadways with future transportation investments.	Consistent. The proposed project is a transportation-related project designed to improve traffic flows and reduce congestion through the Old Town area of the City. The project is also designed to improve safety for bicyclists and pedestrians by providing new bike lanes and wide sidewalks.	Potentially Inconsistent. Under the No-Project Alternative, the proposed improvements to transportation systems would not be implemented. No bicyclists and pedestrians safety improvements, bike lanes and wide sidewalks, along Hollister Avenue, Ekwill Street and Fowler Road would be permitted.
TE 1.2 Transportation and Land Use. Design to support the designations in the Land Use Element of the general plan.	Consistent. The project is included in the Transportation Element and thus supports land use element designations.	Potentially Inconsistent. Under the No-Project Alternative General Plan transportation improvements identified to provide access to designated Land Uses would not be implemented. Portions of Old Town, south of Hollister Avenue, would remain inaccessible and unable to support future growth projections of the General Plan.

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>TE 1.4 Multi-Use Street System. Emphasize grid patterns for streets and intersections, and include space for other uses (bicycles, pedestrians). Balanced those needs with safety considerations with maintaining community character.</p>	<p>Consistent. The improvements that have been proposed as a part of the project have been designed based on local street configurations and standards, existing needs of the community, ongoing revitalization efforts, and projected growth within the area. The purpose of these improvements is to relieve traffic congestion and improve circulation within the Old Town Area.</p>	<p>Consistent. Under the No-Project Alternative no change in street geometry would occur at existing Hollister Avenue and SR 217.</p>
<p>TE 3.1 Overall Street Plan. Make future street improvements consistent with the functional classifications designated in general plan (on general plan Figure 7-2).</p>	<p>Consistent. The improvements associated with the project have been identified on Figure 7-2 within the City’s General Plan.</p>	<p>Consistent. The No-Project Alternative would not affect functional classifications of any future street improvements.</p>
<p>TE 3.3 Major Arterials. Maintain or improve major arterial road use. Use proper design and engineering standards.</p>	<p>Consistent. The only major arterial that would be improved in association with the project is Hollister Avenue (through addition of roundabouts at State Route 217). The improvements along Hollister Avenue have been developed in association with adopted City standards. Upon completion of the final engineering plans for the proposed improvements along Hollister Avenue will be evaluated by the Planning Division to ensure compliance with the applicable design standards.</p>	<p>Consistent. The No-Project Alternative would not affect major arterial improvements identified on Figure 7-2 of the General Plan.</p>
<p>TE 3.4 Minor Arterials. Create, maintain, or improve minor arterial roads. Follow accepted design standards.</p>	<p>Consistent. Both future roadway extensions are minor arterials. Both proposed extensions have been developed in association with adopted City standards, including Policy TE 3.4. Upon completion of the final engineering plans for the proposed improvements along Ekwil Street and Fowler Road will be evaluated with Policy TE 3.4 by the Planning Division to ensure compliance with applicable design standards.</p>	<p>Consistent. Under the No-Project Alternative planned improvements to minor arterials Ekwil Street and Fowler Road will not be implemented as identified in General Plan Figure 7-2 but the No Project Alternative would not affect future developments of minor arterials.</p>
<p>TE 3.7 Guidelines for Geometric Cross Sections. Follow guidelines for road, bicycle lane, sidewalk, median, and other road element (such as turn lanes and parking spaces) widths.</p>	<p>Consistent. The improvements associated with the proposed project have been designed according to applicable City standards, which allow for minor variations in geometrics based on site-specific constraints. Upon completion of the final engineering plans for the proposed improvements, City staff will evaluate the geometric specifications identified by Policy</p>	<p>Consistent. Under the No-Project Alternative, existing geometric cross-sections would remain as they are.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	TE 3.7 to ensure compliance.	
<p>TE 4.1 General Level of Service Standard. Design roads and intersections to meet acceptable levels of service (“C”), i.e. avoid major congestion on roads and at intersections, except as provided in TE 5.3.</p>	<p>Consistent. The proposed project is a transportation-related project designed to reduce projected congestion (improve LOS) and improve circulation through the City. A traffic study was prepared for the proposed project (RBF 2006). Goleta’s general level of service threshold of LOS C was used to evaluate the significance of traffic impacts under existing and future traffic conditions both with and without the proposed project. The traffic study indicates that under future traffic conditions without the project, several intersections in the area would operate at unacceptable levels of service according to City’s standards. With the project in the future traffic scenarios, traffic modeling indicates that the project would slightly improve the LOS at intersections that would otherwise operate at unacceptable LOS due to future growth in the area.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative planned transportation improvements identified to improve LOS would not be implemented.</p>
<p>TE 5.3 Ekwil–Fowler–South Kellogg Improvements.</p>	<p>Consistent. The project includes these improvements.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative the planned Hollister Avenue, Ekwil Street and Fowler Road transportation improvements would not be implemented.</p>
<p>TE 5.10 Major Intersection Improvements. Key intersections may be improved to have increased capacity and improve levels of service, islands and/or other improvements for pedestrians, and other improvements as determined to be appropriate.</p>	<p>Consistent. Figure 7-3 contained in the City’s General Plan identifies major intersections and roadways associated with the City’s transportation improvement plans. The proposed roundabouts on Hollister Avenue as well as the future extensions of Fowler Road and Ekwil Street are identified in this figure. The intent of the proposed project is to improve projected traffic congestion and intersection operations forecast to occur in the Old Town Area. It would improve safety for pedestrians and bicyclists along Hollister Avenue. The scale of the improvements is compatible with neighborhoods.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative the proposed roundabouts would not be implemented.</p>
<p>TE 6.1 Overall Factors to Guide Development of Street Standards. Plan street systems to support safe, efficient movement of goods and people while maintaining community character as much as feasible.</p>	<p>Consistent. The proposed project would provide a capital improvement project that would move people, goods, and services more effectively and thus minimize traffic conflicts. The project would support planned land uses identified in the</p>	<p>Consistent. No new streets would be developed under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	<p>Transportation Element of the General Plan and it would not substantially change neighborhood quality of character. The dimensions and location of the proposed project reflect physical and environmental constraints of the area (e.g., project design and location reflect objectives to minimize impacts to environmental resources such as wetlands and avoid displacing businesses flanking the project area.). The proposed project is a relatively simple road construction project that utilizes federal funding for construction and its long-term operational and maintenance costs would not significantly add to the City's budget.</p>	
<p>TE 6.2 Component Features Included in Street Standards. Use specific geometric and other design standards for street infrastructure that will safely accommodate facilities and services, including utility service, pedestrians, and bicycles.</p>	<p>Consistent. Goleta has designed the proposed project to improve congestion and circulation in response to forecasted traffic volumes, while maintaining existing standards with respect to number of lanes on major and minor arterials. Roadway width would accommodate all emergency and service vehicles and would provide sidewalks, bicycle lanes, on-street parking along Kellogg Avenue, drainage improvements, landscaping, and appropriate street lighting and signage. The need for and location of bus turnouts and shelters, for example, would be determined based on future conditions and are not specifically part of the proposed project. The proposed improvements would occur on existing or planned arterials and mailboxes and other features of residential streets are unlikely to be necessary. City staff will evaluate the specifications identified by Policy TE 6.2 to ensure compliance.</p>	<p>Consistent. No new streets would be developed under the No-Project Alternative.</p>
<p>TE 6.3 Drainage. Design new transportation facilities to minimize impacts on natural drainage patterns and protect water quality.</p>	<p>Consistent. Creek crossings associated with the proposed project have been sited and designed to avoid and minimize impacts to drainages. Culverts would be open bottomed to maintain existing drainage characteristics as much as possible. Regulatory controls and mitigation measures identified in Section 2.2.1 would ensure the</p>	<p>Consistent. Under the No-Project Alternative no new transportation facilities would be proposed; therefore no new drainage facilities would be required.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	protection of water quality.	
<p>TE 6.4 Streetscape Amenities. Design streets to standards that incorporate pedestrian and neighborhood-enhancing elements, which could include: wider sidewalks, separated sidewalks, planting strips, landscaped medians, benches, street trees, and pedestrian-oriented streetlights.</p>	<p>Consistent. As noted in Section 1.3.1 of this EIR, design of the project shall be in accordance with General Plan policies, including but not limited to VH 4.10 Streetscape and Frontage Design and the Old Town Heritage District Architecture and Design Guidelines, which also specifically addresses streetscape design, among other relevant requirements. The project design would be reviewed on an advisory basis by the City's Design Review Board and the public to ensure it enhances Old Town's historic character and exemplifies best professional design practices.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative proposed pedestrian facilities including street trees, wider sidewalks, landscaping, benched, and median would not be implemented as identified in the General Plan.</p>
<p>TE 6.7 Widths of Paved Surfaces. Design widths to smallest dimensions necessary to meet travel, safety, and character of neighborhoods.</p>	<p>Consistent. New rights of way associated with the proposed project would be created adjacent to the Ekwil Street extension, Fowler Road extension, and a small portion adjacent to the Hollister Avenue roundabouts. These improvements have been designed to meet City requirements regarding travel lane, bikeway and sidewalk width standards, while minimizing the amount of right-of-way used to the degree possible.</p>	<p>Consistent. No new rights-of-way would be paved under the No-Project Alternative.</p>
<p>TE 6.8 Street Lighting. Provide street lighting that enhances safety, is in keeping with neighborhood character, and consistent with the policies of the Conservation Element.</p>	<p>Consistent. Street lighting is proposed as part of the project. The location and number of street lights will be designed to adequately light the proposed roadways, while minimizing potential light and glare impacts.</p>	<p>Consistent. No new street lighting would be implemented under the No-Project Alternative.</p>
<p>TE 10.1 Pedestrian System Map. Incorporate planned pedestrian pathways into any roadway development consistent with Goleta's Pedestrian System Map.</p>	<p>Consistent. Figure 7-5 identifies future pedestrian paths adjacent to the Fowler Road and Ekwil Street extensions. These pedestrian paths have been incorporated into the proposed roadway improvements as required by Policy TE 10.1.</p>	<p>Potentially Inconsistent. Under the No-Project alternative the pedestrian system, as illustrated in Figure 7-5 of the General Plan, would not be implemented. The pedestrian system would remain in the existing condition lacking connections between parts of Old Town.</p>
<p>TE 11.1 Bikeways Plan Map (Figure 7.6). Incorporate planned bicycle paths into any roadway development consistent with Goleta's Bikeways Plan Map.</p>	<p>Consistent. Figure 7-6 identifies future Class II bike lanes adjacent to the future extensions of Ekwil Street and Fowler Road. Class II bike paths are proposed in association with these planned roadways.</p>	<p>Potentially Inconsistent. Under the No-Project alternative the bicycle plan, as illustrated in Figure 7-6 of the General Plan, would not be implemented. The local portion of the regional bicycle plan system would remain in the existing condition lacking connections between parts of Old Town and surrounding areas.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>TE 11.3 Design Guidelines. Follow Goleta design guidelines for constructing and maintaining bikeways.</p>	<p>Consistent. The proposed project includes bike lanes that will be constructed according to criteria that meet or exceed industry standards. Class II bicycle lanes will be constructed on both sides of the roads. No existing bicycle lanes or paths will be removed by the proposed improvements.</p>	<p>Consistent. Under the No-Project Alternative planned bike lane improvements, along existing roads Hollister Avenue and Kellogg Avenue, would not be implemented but the No Project alternative would not preclude future bikeways from complying with design guidelines.</p>
<p>TE 12.2 Efficient Utilization of Transportation Facilities. When making improvements to existing roadways, design and construct with Goleta’s guidelines to maximize efficiency and safety.</p>	<p>Consistent. The proposed project is a transportation improvements project that incorporates both minor and major improvements that incorporate many operational and safety elements, including but not limited to intersection improvements, turn lanes, landscaped center medians, new and improved sidewalks and street crossings for pedestrians, new bicycle lanes, and roundabouts.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative major and minor transportation improvements identified to improve operation and safety would not occur.</p>
Public Facilities Element (PF)		
<p>PF 3.9 Safety Considerations in New Development. Design streets (and buildings) to reinforce secure, safe, crime-free environments.</p>	<p>Consistent. The street lighting proposed in association with the roadway improvements associated the project is intended to provide adequate lighting in order to maintain a safe street environment during the nighttime. The proposed project would not generate additional demand on police services.</p>	<p>Consistent. Under the No-Project Alternative no new or remodeling of development would occur. No opportunity for improvements to street safety would be occur, as no new development would occur.</p>
<p>PF 7.6 Coordination of Construction Schedules. Coordinate with special districts and private utilities to plan construction programs and schedules. Avoid unnecessary additional work.</p>	<p>Consistent. The construction of the proposed project shall be coordinated with other construction programs. Additionally, the Sheriff’s Department, Santa Barbara County Fire Department, and private ambulance providers would be notified prior to construction so that services would not be adversely affected – i.e., access routes would be coordinated.</p>	<p>Consistent. Under the No-Project Alternative no construction would occur and no construction coordination would be necessary.</p>
Noise Element (NE)		
<p>NE Guiding Principles and Goals Item 2. Ensure that open space areas that support significant environmentally sensitive habitat are not subjected to disruptive levels of noise.</p>	<p>Consistent. Mitigation measures identified in Section 2.3 would limit construction activity near sensitive riparian habitats to the non-breeding season. Operational impacts near riparian areas are expected to be slight (approximately 1 dBA or less).</p>	<p>Consistent. Under the No-Project Alternative no Old San Jose Creek and San Jose Creek ESHAs would be disturbed.</p>
<p>NE 2.1 Standards for Use of Noise Barriers along Roadways. Use appropriate noise barriers and other noise attenuation features in the</p>	<p>Consistent. Projected noise levels near sensitive receptors with the proposed project in place would not result in a substantial</p>	<p>Consistent. Under the No-Project Alternative no new roadways would be constructed.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
design of any new arterial streets. The noise barriers should reduce noise levels at abutting receiver sites by a specific measurable amount.	increase in noise levels. Noise barriers are not required.	
NE 6.4 Restrictions on Construction Hours. Conform to Goleta's restrictions on construction hours.	Consistent. The proposed project would limit construction as noted in the policy (see Section 1.3.1).	Consistent. No construction would occur under the No-Project Alternative.
NE 6.5 Other Measures to Reduce Construction Noise. Use all feasible sound-control devices, including mufflers, sound walls, and distancing loud stationary equipment from sensitive receptors.	Consistent. Mitigation measures in Section 2.2.6 would require construction activities to be conducted in compliance with this policy and all other rules, regulations and ordinances applicable to this type of construction project.	Consistent. No construction would occur under the No-Project Alternative.

Source: Goleta General Plan. September 2006.

Table F-6 City of Santa Barbara, Airport and Goleta Slough Local Coastal Plan Policy Consistency Analysis

Policy and Subject	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Policy 1.2. Where policies within the land use plan overlap, the policy most protective of resources, i.e., land, water, air etc., shall take precedence.</p>	<p>Consistent. When determining impacts and associated mitigation measures for biological resources, where policies overlap, the policy most protective of the resource was addressed.</p>	<p>Consistent. No change in the existing environment would occur under the No-Project Alternative. No resource or land use planning policy conflicts would occur.</p>
<p>Policy 1.3. Where there are conflicts between the policies set forth in the land use plan and those set forth in any other element of Santa Barbara’s existing General Plan or existing regulations, the policies of the land use plan take precedence.</p>	<p>Consistent. When determining impacts and associated mitigation measures for biological resources, the policies set forth in the land use plan were given precedence if there were conflicts in any other element of Santa Barbara’s General Plan or existing regulations.</p>	<p>Consistent. No change in the existing environment would occur within the City of Santa Barbara under the No-Project Alternative.</p>
<p>Policy CE-1. The Goleta Slough shall be preserved and restored as a coastal wetland ecosystem.</p>	<p>Consistent. Regulatory controls and BMPs will be implemented during construction and mitigation measures will be implemented to minimize pollution runoff into Old San Jose Creek. Therefore, pollutants and sediments potentially entering Goleta Slough as a result of the proposed project will be avoided or minimized. No direct impacts to Goleta Slough are anticipated as a result of the proposed project.</p>	<p>Consistent. Under the No-Project Alternative no development would occur affecting the Goleta Slough wetlands or ecosystem.</p>
<p>Policy C-4. Maintain minimum buffer strips along periphery of all wetland communities based on wetlands delineations in a map in the plan, and/or the most recent available wetland survey of the site prepared in accordance with the law. Incidental Airport uses consistent with law may be provided and maintained.</p>	<p>Consistent. The proposed project includes impacts to wetlands within the coastal zone. The impacts are minimized to the maximum extent feasible. The impacts resulting from the street crossings over Old San Jose Creek are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek. The project-proposed wetland mitigation measures would require restoration at a 3:1 ratio for permanent impacts and a restoration of temporary impacts 2:1 ratio onsite.</p>	<p>Consistent. No setback will be required under the No-Project Alternative as no development along delineated wetlands would occur.</p>
<p>Policy C-9. Any development within or near wetlands areas must be consistent with specific policies in the California Coastal Act.</p>	<p>Consistent. The proposed project is designed to avoid wetlands and habitats designated as ESHA and ESHA buffers to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are</p>	<p>Consistent. No development or construction activities would occur within or adjacent to the wetlands areas identified on the habitat map under the No-Project Alternative.</p>

Policy and Subject	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	mitigated through minimization and restoration. See Table F-1, above, for specific coastal act determinations. .	
<p>Policy C-10. All development and mitigation of impacts on Goleta Slough must be consistent with the policies of the Goleta Slough Ecosystem Management Plan.</p>	<p>Consistent. The Goleta Slough Ecosystem Management Plan was reviewed to ensure that the proposed project is consistent with the policies in this plan.</p>	<p>Consistent. No development or construction activities would occur that would impact Goleta Slough wetlands in the near term. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p>Policy C-12. New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating specifically defined measures designed to ensure maximum feasible protections.</p>	<p>Consistent. The proposed project includes two culvert crossings over Old San Jose Creek. The culverts include concrete headwalls and retaining walls. The creek bottom is unlined at each of the culvert crossings. The culverts are designed to minimize the impacts to the drainage. Restoration proposed as part of the mitigation for the project serves to offset the impacts associated with the new stream crossings.</p>	<p>Consistent. No new development would occur in the near term under the No-Project Alternative. No impacts to coastal waters are anticipated. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p>Policy C-14. Construction Phase Erosion Control and Polluted Runoff Control Plans must be developed for projects that require a Coastal Development Permit and a grading or building permit. These plans shall be implemented during the construction phase/phases of the project, and address best management practices for erosion control, trash and construction materials storage, schedules for grading and ground disturbance, and other specific issues related to maintaining water quality.</p>	<p>Consistent. Regulatory controls and mitigation measures in Section 2.2.1 Hydrology and Water Quality, and Section 2.3.2 Wetlands and Other Waters of the Draft EIR that require construction phase erosion control and polluted runoff control plans.</p>	<p>Consistent. Under the No-Project Alternative no construction activities would occur. Erosion control measures would not be required as no grading or building permit would be issued. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p>Policy C-15. Special status plant and wildlife protection measures shall be implemented for all development projects that will impact sensitive plant and wildlife species and/or disturbance or degradation of habitat areas that support such species.</p>	<p>Consistent. There is a low potential for sensitive plants and wildlife to occur in the proposed project area, with the exception of some sensitive riparian birds and raptors that are known to occur in the project vicinity. Avoidance, minimization, and/or mitigation measures are proposed for sensitive plants (including plants listed under CNPS) and wildlife in Section 2.3.3 Plant Species, and Section 2.3.4 Animal Species of this EIR.</p>	<p>Consistent. Under the No-Project Alternative no disturbance or degradation of habitats within the City of Santa Barbara would occur. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>

Source: Airport and Goleta Slough Local Coastal Plan, City of Santa Barbara, Planning and Community Development Department, 2003.

Table F-7 Draft Goleta Slough Ecosystem Management Plan Policy Consistency Analysis

Requirement	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Policy A-3. Coordinate with jurisdictions and agencies on plans, projects and mitigation measures, including those already adopted and proposed, that could potentially affect the Goleta Slough Ecosystem.</p>	<p>Consistent. The local agencies have been notified about the proposed project. Thus, the project is consistent with this policy.</p>	<p>Consistent. Under the No-Project Alternative no change would occur to the Goleta Slough Ecosystem in the near term. As no developments would occur, agency coordination would not be required. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p>Policy P-1. Wherever possible, projects should avoid wetland resources.</p>	<p>Consistent. The proposed project is a public road crossing designed to avoid and minimize impacts to the Old San Jose Creek. Impacts are to wetlands both within and outside of the coastal zone. The creek crossings are via culverts with an open bottom. Minimum vegetation removal is proposed and flood flow capacity is maintained with the culvert design. The impacts are minimized to the maximum extent feasible. The impacts resulting from the street crossings over Old San Jose Creek are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek. Proposed mitigation measures require restoration for both temporary impacts and permanent impacts. Thus, the project is consistent with this policy.</p>	<p>Consistent. Under the No-Project Alternative no change would occur to the Goleta Slough Ecosystem in the near term. Existing wetland resources would be avoided. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p>Policy P-3. Protect and maintain wetland and other habitat types and populations of sensitive species that are part of or contribute to the Ecosystem.</p>	<p>Consistent. The proposed project is within the Goleta Slough Ecosystem Management Area. The project’s direct impacts to Old San Jose Creek and indirect impacts to San Pedro Creek shall be minimized to the extent feasible. Regulatory controls and mitigation measures in Section 2.2.1 would reduce potential impacts to the slough. Where impacts to wetlands and other habitat types are unavoidable, impacts shall be mitigated according to the applicable jurisdiction policies.</p>	<p>Consistent. Under the No-Project Alternative no change would occur to the Goleta Slough Ecosystem in the near term. Existing wetlands and other habitat impacts would be avoided. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>

Requirement	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Policy R-1. Priorities for restoration and enhancement should be based on restoring historic functions and providing the greatest benefit to the Goleta Slough Ecosystem.</p>	<p>Consistent. The proposed project would impact Old San Jose Creek which supports wetlands which historically functioned as an estuary feeding the Goleta Slough ecosystem. Proposed mitigation measures include restoration and enhancement (see Section 2.3.1 and 2.3.2).</p>	<p>Potentially Inconsistent. Under the No-Project Alternative, mitigative restoration of wetlands within Old San Jose Creek would not be implemented. The existing wetland function would remain in place. No enhancement of creeks connected to the Goleta Slough ecosystem would occur.</p>
<p>Policy R-3. Expand and/or restore habitats and sensitive species that have declined within the Ecosystem and/or region. Restoration of habitat for or reintroduction of species should be considered in the context of this Plan and other regionwide, state and federal plans.</p>	<p>Consistent. The mitigation measures associated with the proposed project would result in restoration and enhancement of existing degraded wetland habitat along Old San Jose Creek (see Section 3.2.1). The project is consistent with adopted federal, state, regional and local plans.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative mitigative restoration of wetlands within Old San Jose Creek would not be implemented. The existing habitat function would remain in place. No enhancement of habitat supporting sensitive species connected to the Goleta Slough ecosystem would occur.</p>
<p>Policy R-4. Improve ecological linkages and avoid habitat fragmentation both within the Ecosystem and between the Slough and adjacent ecosystems.</p>	<p>Consistent. The mitigation measures associated with the proposed project would enhance the existing degraded habitat within Old San Jose Creek which is an adjacent ecosystem to the Goleta Slough.</p>	<p>Potentially Inconsistent. Under the No-Project Alternative ecological linkages to Old San Jose Creek would not be improved. No enhancement of creeks connected to the Goleta Slough ecosystem would occur.</p>
<p>Policy R-5. The preferred mitigation for permitted habitat disturbance is that which is the most ecologically beneficial and cost effective for the Goleta Slough Ecosystem as a whole. Compensation or mitigation should be implemented within the Ecosystem and should result in no net loss or, if possible, a net gain in habitat area and ecosystem functions.</p>	<p>Consistent. The proposed project would result in a net increase in habitat along the Old San Jose Creek with the implementation of mitigation measures required by City of Goleta, California Coastal Commission and City of Santa Barbara.</p>	<p>Consistent. Under the No-Project Alternative the ecosystem would remain unimproved. No mitigation measures requiring habitat replacement would be implemented.</p>
<p>Policy R-6. If the potential exists to acquire property for wetlands restoration and/or mitigation purposes, criteria for selection should include the following (not in priority order):</p> <ul style="list-style-type: none"> a) Potential ecological value of existing or restored habitat in relation to whole ecosystem; b) Maximum benefit to Ecosystem considering cost of acquisition and/or restoration; c) Proximity to high quality habitat which creates the potential to have larger, more complex functions among the habitats in the area; d) Like habitat to that which was lost, consistent with Policies R-1 and R-2; e) Degree of degradation, i.e., less degraded land may be preferable as restoration money goes farther, f) Risk of development or permanent 	<p>Consistent. The proposed project may require property acquisition for the purposes of mitigation. The criteria for land acquisition shall follow the City of Goleta General Plan policies, which are similar to those identified in Policy R-6.</p>	<p>Consistent. Under the No-Project Alternative the ecosystem would remain unimproved. No mitigation measures requiring habitat replacement would be required.</p>

Requirement	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
loss of habitat; g) Willingness of property owner; h) Minimal pre-restoration investment, e.g., studies, utility removal, soil rehabilitation or stabilization, exotic species seed bank removal, conflicts with existing structures, etc.; and i) Other management considerations, e.g., potential for trespassing, ongoing maintenance needs, flood damage potential, etc.		

Source: Draft Goleta Slough Ecosystem Management Plan. With assistance by The Goleta Slough Management Committee and Science Applications International Corp. December 1997.



NOTICE OF PUBLIC HEARING
Planning Commission
November 28, 2011 at 6:00 P.M.

EKWILL STREET AND FOWLER ROAD EXTENSIONS PROJECT
Case No. 04-121-GRC, -DP; 11-EIR-02

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Goleta will conduct a public hearing on the date set forth below to consider the following:

04-121-GRC, -DP; 11-EIR-02: A hearing on the request of the City of Goleta Community Services Department for the following:

- (1) A reporting on the conformance of acquisitions of certain portions of those parcels identified below with the General Plan/Coastal Land Use Plan pursuant to Government Code § 65402 and
- (2) Approval of a Development Plan for the portion of the Ekwill Street and Fowler Road Extensions Project located within the Coastal Zone within the City of Goleta pursuant to the Goleta Municipal Code, Chapter 35, Article II, Section 35-174.

The request is also for the certification of an Environmental Impact Report for the Ekwill Street and Fowler Road Extensions Project as described below.

PROJECT LOCATION: City and California Department of Transportation Right-of-Way, including South Street, State Route 217, Fairview Avenue, Fowler Road, Ekwill Street, Kellogg Avenue, and Hollister Avenue, and APNs 071-130-062, -051, 071-170-080, -082, -083, 071-130-040, -023, 071-151-011, 071-130-006, 071-140-067, 071-160-006, -011, -012, -013, 071-181-012, 071-190-018, -034, 071-170-079, 071-090-078, -037, -036, -007, 071-140-046, 071-330-009, and 071-140-068

HEARING DATE and TIME: Monday, November 28, 2011 at 6:00 PM
PLACE: Council Chambers, Goleta City Hall
130 Cremona Drive, Suite B, Goleta, CA 93117

ENVIRONMENTAL REVIEW FINDINGS: A Final Environmental Impact Report for the Ekwill Street and Fowler Road Extensions Project (SCH #2004061072) (Final EIR) has been prepared pursuant to the California Environmental Quality Act, California Public Resources Code Sections 21000, *et seq.* (CEQA), and the State CEQA Guidelines, Title 14 of the California Code of Regulations, Division 6, Chapter 3, Sections 15000, *et seq.* (CEQA Guidelines). The Final EIR identifies and discusses potentially significant impacts on the environment that can be feasibly mitigated to less than significant levels, mitigation measures and monitoring requirements for identified subject areas.

DOCUMENT AVAILABILITY: The Final EIR is immediately available at the City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117 and is posted on the City's web site at www.cityofgoleta.org (Government → Planning and Environmental Services → CEQA Review).

PUBLIC COMMENT: All interested persons are encouraged to attend the public hearing and to present written and/or oral testimony. All letters should be addressed to Community Services Department, 130 Cremona Drive, Suite B, Goleta, CA 93117 or faxed to (805) 961-7551, Attention: Laura Bridley.

FOR FURTHER INFORMATION: Additional information is on file at the City of Goleta Community Services Department, Goleta City Hall, 130 Cremona Drive, Suite B, Goleta, CA 93117. Contact Laura Bridley, Contract Planner at (805) 966-7260.

Note: The decision of the Planning Commission may be appealed to the City Council. If you challenge the Planning Commission's action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City at, or prior to, the public hearing.

Note: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this hearing, please contact the Planning and Environmental Services Administrative Assistant at (805) 961-7540. Notification at least 48 hours prior to the hearing will enable City staff to make reasonable arrangements.

Publish: Daily Sound – November 18, 2011