



CITY OF GOLETA

**FINAL
MITIGATED NEGATIVE DECLARATION**

for the

MONTECITO BANK AND TRUST PROJECT

**December 2010
10-MND-001**

**CITY OF GOLETA
FINAL MITIGATED NEGATIVE DECLARATION**

- 1. PROJECT TITLE:**
Montecito Bank and Trust Building
Case Nos. 08-196-GPA; -RZ; -DP; -LLA; -CUP; -DRB; 10-026-DPAM

- 2. LEAD AGENCY NAME AND ADDRESS:**
City of Goleta
Planning and Environmental Services Department
130 Cremona Drive, Suite B
Goleta, CA 93117

- 3. CONTACT PERSON AND PHONE NUMBER:**
Shine Ling, Assistant Planner, (805) 961-7548

- 4. APPLICANT:**
Craig Minus
The Towbes Group
21 East Victoria Street, Suite 200
Santa Barbara, CA 93101

- 5. PROJECT LOCATION:**
6900 Hollister Avenue; APN 073-140-006 (project parcel)
6950 Hollister Avenue; APN 073-140-019 (Storke-Hollister Research Center parcel)

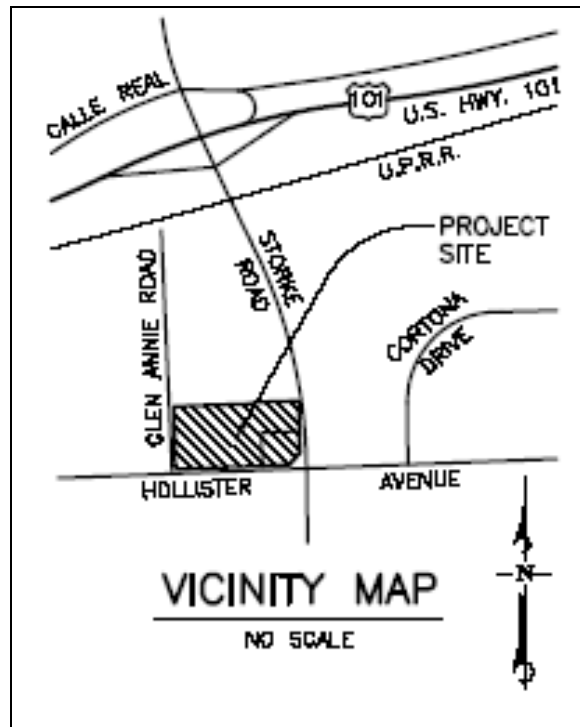


Figure 1

6. PROJECT DESCRIPTION:

The project includes a Development Plan application for the construction of a new 1-story 6,018-square foot office building. Two drive-up teller stations are part of its operation. Parking and driveway access would be shared with the property to the north and east (the Storke-Hollister Research Center). Two alternative site parking plans, Schemes A and B, are presented but do not differ with respect to environmental review. Preliminary earthwork quantities are estimated at 320 cubic yards of cut and 380 cubic yards of fill. Reclaimed water would be used to irrigate onsite landscaping. A 10-foot right-of-way dedication would be made along Hollister Avenue to allow for a free right turn from Storke Road onto Hollister Avenue westbound.

The project also includes the following elements:

- 1) A General Plan Amendment (GPA) application to change the land use designation of the property from Intersection Commercial (C-I) to Office and institutional (I-OI)¹;
- 2) A Rezone (RZ) application of the property from CH (Highway Commercial) to PI (Professional and Institutional);
- 3) A Lot Line Adjustment (LLA) to increase the size of the project parcel to 35,723 square feet and decrease the adjacent parcel to 120,674 gross square feet;
- 4) A Development Plan for the construction of a 6,018-square foot office building, including a request for a modification to the parking requirements, to reduce the number of onsite parking spaces required by ordinance (Section 35-258, Article III, Goleta Municipal Code) from 30 to 27 for APN 073-170.006;
 - a) A request for a modification to the parking lot design standards for APN 073-140-006 (Section 35-262, Article III, Goleta Municipal Code); and
- 5) A Conditional Use Permit (CUP) for the construction and use of two drive-up teller stations;
- 6) A Development Plan Amendment application (10-026-DPAM) to document the reduction of 13 parking spaces from the Research Center parcel as part of the Lot Line Adjustment request, and to acknowledge the use of reciprocal access and parking between the two subject parcels. The Development Plan Amendment would amend the original Storke-Hollister Research Center Development Plan (86-DP-48).
 - a) A request for a modification to the parking requirements, as part of the Development Plan application, to reduce the number of onsite parking spaces required by the Inland Zoning Ordinance from 30 to 27 for APN 073-170-006 and to reduce the number of parking spaces on Storke Hollister Research Center parcel (APN 073-140-019) from 190 to 166 spaces Section 35-258, Article III, Goleta Municipal Code);

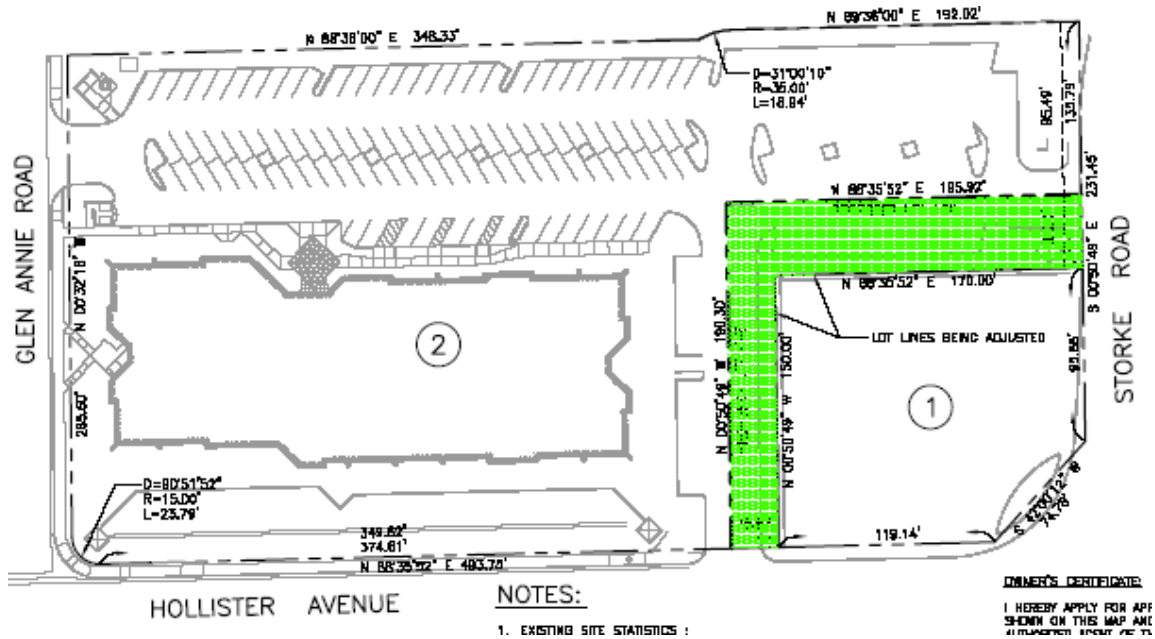
The Goleta Water District and the Goleta West Sanitary District would provide water and sanitary sewer service to the project.

The Lot Line Adjustment would revise the square footage of the two parcels as shown in Table 1 and Figure 2.

¹ The General Plan Amendment (08-196-GPA) is analyzed in a separate environmental document which is an Addendum to the City of Goleta General Plan/Coastal Land Use Plan EIR (SCH #2005031151).

**Table 1
 Parcel Sizes**

APN	Address	Existing Net Area (SF)	Proposed Gross Area (SF)	Proposed Net Area (SF)
APN 073-140-006	6900 Hollister Ave.	24,117	35,899	35,496
APN 073-140-019	6950 Hollister Ave.	131,098	120,674	119,719



**Figure 2
 Lot Line Adjustment**

7. **APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:**
 Santa Barbara County Airport Land Use Commission
8. **SITE INFORMATION:**

Site Information	
Existing General Plan Land Use Designation	Intersection Commercial (C-I)
Zoning Ordinance, Zone District	Article III (Inland Zoning Ordinance); CH (Highway Commercial)

Site Information	
Site Size	23,958 square feet
Present Use and Development	Vacant, previously developed land (gas station demolished in 2008)
Surrounding Uses/Zoning	North: Industrial research park (M-RP); residential condominiums (MHS) South: Hollister Avenue; Camino Real Marketplace (SC) East: Storke Road; vacant land (PI); industrial research park (M-RP) West: Industrial research park (M-RP)
Access	Existing: Five access curb cuts/driveways off Storke Road and Hollister Avenue Proposed: One driveway off Storke Road; One driveway off Hollister Avenue
Utilities and Public Services	Water Supply: Goleta Water District Sewage: Goleta West Sanitary District Power: Southern California Edison Natural Gas: The Gas Company Cable: Cox Communications Telephone: Verizon Fire: Santa Barbara County Fire Department School Districts: Goleta Union School District; Santa Barbara School Districts

9. ENVIRONMENTAL SETTING

A gasoline service station was constructed in the 1960s on the project parcel and was demolished in 2008. Soil and groundwater contamination is present but currently undergoing remediation. A larger, 3-acre parcel adjoins the project parcel on its north and west boundaries, upon which the Storke-Hollister Research Center (SHRC) was constructed in 1999. The SHRC is a two-story, 58,015 SF building with a primarily office and some research and development uses.

Topography and Soils

The project parcel is gently sloping from the northwest (approximately 47 feet above sea level) to the southeast (approximately 45 feet above sea level) for an overall slope of less than 2% across the property. The soils onsite consist primarily of layered sand and clay in a moist to wet condition.

Fauna, Flora and Surface Water Bodies

The project site is devoid of vegetation. Per the City's adopted General Plan (Conservation Element, Figure 4-1), there are no rare, endangered, or special status animal species on the project site. No surface water bodies are located on or adjacent to the project site.

Cultural Resources

No archaeological sites or other cultural resources are known to exist on or adjacent to the project parcel.

Surrounding Land Uses

The project site is bordered to the west and north by a mix of business park and residential uses. Hollister Avenue borders the site on the south with the Camino Real Marketplace, a regional shopping center, beyond. Storke Road borders the site on the east with business park uses beyond.

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist and analysis on the following pages.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

11. DETERMINATION

On the basis of this environmental checklist/initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed

project and that a subsequent document containing updated and/or site specific information should be prepared pursuant to CEQA Sections 15162/15163/15164.

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

Patricia S. Miller, Manager, Current Planning Division Date

12. EVALUATION OF ENVIRONMENTAL IMPACTS:

- (a) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (b) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (c) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- (d) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (e) below, may be cross-referenced).
- (e) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
- 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- (f) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (g) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- (h) Lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected. The explanation of each issue should identify:
 - 1) the significance criteria or threshold, if any, used to evaluate each question; and
 - 2) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

13. ISSUE AREAS:

AESTHETICS

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

Existing Setting

The project site is surrounded by a mix of professional office, light-manufacturing, commercial retail and residential uses, and is located directly on the northwest corner of the intersection at Storke Road and Hollister Avenue, one of the most central and visible intersections of the city. This area of Hollister Avenue is designated as a scenic corridor in the Goleta General Plan (Policy VH 2.1), and areas east and west of the Storke Road intersection are identified as vantage points for viewing scenic resources (Policy VH 1.2, Figure 6-1). Viewing opportunities at the project site are principally oriented toward the north with backdrop views of the Santa Ynez mountain range. Existing development along this particular segment of Hollister Avenue is best described as non-descript with no discernable architectural style. Likewise, building setbacks and landscape treatments vary in depth as parcels converge toward the Storke/Hollister intersection.

Thresholds of Significance

A significant Aesthetic impact would be expected to occur if the project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds and Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two-step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with City and State policies on the protection of visual resources.

Project Specific Impacts

- a) Hollister Avenue is designated as a Local Scenic Corridor in the City's General Plan with views identified in all directions from Hollister Avenue near the project site (Figure 6-1, Visual and Historic Element). As stated above, views northward to the Santa Ynez Mountains are present on the project site. The development would be limited to a 1-story office building with a maximum height of 23 feet from finished grade and a 25-foot setback from the Hollister Avenue right-of-way line, which would intermittently block background views of the mountains available to pedestrians and motorists. From foreground viewing locations closest to the site, project features would likely intrude into the lines-of-sight of viewers and interfere with or block the visibility of more distant scenic mountains to the north. With increasing distance and change in elevation of public viewpoints from the project site the potential for the proposed project to interfere with more distant scenic views diminishes. Should the constructed building exceed the height and bulk currently on the plans, the impact to these scenic views would be considered potentially significant.
- b) The project does not lie within, or affect any views from, a Scenic Highway as designated by the State of California. As such, the project would not result in any impacts on scenic resources within a Scenic Highway viewshed.
- c) The project would not cause a substantial change to the visual character of the surrounding neighborhood. A 2,600-square foot, 1-story gasoline service station has been present on site since the 1960s but was demolished in 2008. The 6,018-square foot, 1-story office building would be within the size, bulk, and scale of the existing development surrounding the site, which include a 58,015-square foot, 2-story office/R&D building to the west (the Storke-Hollister Research Center), and a 2-story multi-family residential development present on the parcels to the north.

The building's architecture is considered to be modern and horizontal in style, with flat roof lines and square block faces. The setback areas (25 feet from the right-of-way line of Hollister Avenue and 15 feet from the right-of-way line of Storke Road) would be landscaped with large canopy trees and accent plantings. This architectural style is similar to the adjacent SHRC building to the west, which is, and would complement the Streamline Moderne style of the pending Rincon Palms Hotel Project that may eventually be constructed on the northeast corner of the Storke-Hollister intersection. The architecture is similar in character to the many office/R&D buildings that are located on the north side of the Hollister Avenue corridor.

The City's Design Review Board conducted and completed a Conceptual review of the project at its meeting of November 10, 2009. The DRB appreciated the coordination of the project's

architecture with that of the proposed Rincon Palms Hotel Project on the northeast corner of the Storke/Hollister intersection. The DRB also recommended that additional landscaping be provided, particularly to replicate the quality of the landscaping at the Camino Real Marketplace at the southwest corner of the Storke/Hollister intersection.

Preliminary and Final review by the DRB are required should the Development Plan for the project be approved and would involve a final determination of the project's size, bulk, and scale. If through the design and construction process, the architectural style, massing, or quality of materials and landscaping were to change adversely, the project's impacts to the surrounding visual character would be considered potentially significant.

- d) Project lighting would be limited to the minimum number of light fixtures needed for nighttime lighting of pedestrian walkways and the parking lot. Should the lighting plan not comply with the City's Outdoor Lighting Guidelines and "Dark Sky" design principles of the DRB, the project could be considered to be a potentially significant source of nighttime glare.

Cumulative Impacts

The project's contribution to cumulative aesthetic impacts is considered to be potentially significant, as it would contribute to the overall changes in the visual character of the City.

Required Mitigation Measures

1. The applicant shall receive Preliminary and Final approval from the Design Review Board. **Plan Requirements and Timing:** The review shall include site plan, floor plan, elevations, grading plan, landscape plan, and lighting plan consistent with the DRB submittal requirements. Appropriate landscaped screening of the drive-through teller stations should be provided. Additional materials shall be provided as required by the DRB to complete their review. Preliminary and Final approval shall be granted prior to issuance of an LUP.

Monitoring: City staff shall verify compliance prior to issuance of an LUP, during field inspection, and prior to final inspection.

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

Monitoring: Prior to occupancy clearance, City staff shall verify installation of all external/roof mounted mechanical equipment per the approved plans.

3. All new utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be screened from public view and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with the project. Screening may include a combination of landscaping and/or fencing/walls. Whenever possible, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be

located within the right-of-way shall be installed below grade unless otherwise approved by the City, and then must be completely screened from view. **Plan Requirements and Timing:** The plans submitted for City staff and DRB Preliminary/Final review shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

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

4. Any exterior night lighting installed on the project site shall be of low intensity, low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures shall be kept to the minimum number and intensity needed to ensure public safety. These lights shall be dimmed after 11 p.m. to the maximum extent practical without compromising public safety. Upward directed exterior lighting is prohibited. All exterior lighting fixtures shall be appropriate for the architectural style of the structure and surrounding area. **Plan Requirements and Timing:** The locations of all exterior lighting fixtures, complete cut-sheets of all exterior lighting fixtures, and a photometric plan prepared by a registered professional engineer showing the extent of all light and glare emitted by all exterior lighting fixtures shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall inspect to ensure that exterior lighting fixtures have been installed consistent with approved plans.

5. Project landscaping shall consist of approximately seventy-five percent (75%) drought-tolerant native and/or Mediterranean type species which adequately complement the project design and integrate the site with surrounding land uses.

Plan Requirements and Timing: The final landscape plan shall identify the following:

- a. type of irrigation;
- b. all existing and new trees, shrubs, and groundcovers by species;
- c. size of all plantings; and
- d. location of all plantings.

The final landscape plan shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall site inspect to ensure that landscaping has been installed consistent with the final landscape plan.

6. The applicant shall enter into an agreement to install required landscaping and water-conserving irrigation systems as well as maintain required landscaping for the life of the project. **Plan Requirements and Timing:** The applicant shall sign the landscape installation and maintenance agreement, including at least a 3-year maintenance period, prior to LUP issuance. Performance securities for installation and maintenance shall be reviewed and approved by City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff site inspect to ensure installation according to approved plan. City staff shall check maintenance as needed. Release of any performance security requires appropriate documentation and City staff signature.

7. Trash/recycling enclosure(s) shall be provided. **Plan Requirements and Timing:** The enclosure shall be compatible with the architectural design of the project, shall be of adequate size for trash and recycling containers (at least 50 SF), and shall be accessible by users and for removal. The trash/recycling area shall be enclosed with a solid wall of sufficient height to screen the area, shall include a solid gate and a roof, and shall be maintained in good repair in perpetuity. The enclosure(s) shall be shown on project plans and shall be reviewed and approved by City staff and the DRB prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall site inspect to ensure installation according to approved plans.

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

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

9. No signs of any type are approved with this action unless otherwise specified. All signs require a separate sign permit and Design Review Board (DRB) approval and shall comply with the City of Goleta sign regulations (Article I, Chapter 35 of the Municipal Code). **Plan Requirements and Timing:** Future signage shall comply with the requirements of Article I, Chapter 35 of the Municipal Code prior to issuance of any Sign Certificate of Conformance.

Monitoring: City staff shall verify compliance with this requirement.

11. Any new utility lines within the project site shall be placed underground. **Plan Requirements and Timing:** Construction plans for these improvements shall be reviewed and approved by City prior to LUP issuance. Improvements shall be implemented prior to occupancy.

Monitoring: City staff shall verify completion of the improvements in the field.

Residual Impact

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

AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				■	
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?				■	
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?				■	
d. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				■	
e. Result in the loss of forest land or conversion of forest land to non-forest use?				■	

Existing Setting

The project site is located within a developed area of the Hollister corridor and no agricultural uses, forest lands, or timberlands exist on the project site or in the immediate vicinity.

Thresholds of Significance

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

Project Specific Impacts

a-c) The project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the California Resources Agency. There are no

agriculturally zoned properties or properties under a Williamson contract in the vicinity of the project site. The project would not result in any environmental changes that would involve the conversion of any farmland to non-agricultural uses and therefore the project would have no impact on agricultural resources in the area.

- d-e) There are no lands zoned as forest lands or timberlands on the project site or in its immediate vicinity. The project would not result in any environmental changes that would involve the conversion of forest lands to non-forest uses and therefore the project would have no impact on forest resources in the area.

Cumulative Impacts

The project would not contribute to any cumulative impact on agriculture or forest resources within the City of Goleta.

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

No residual impacts (either project-specific or cumulative) on Agriculture and Forest Resources would occur as a result of project implementation.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with or obstruct implementation of the applicable air quality plan?			■		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			■		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			■		
d. Expose sensitive receptors to substantial pollutant concentrations?			■		
e. Create objectionable odors affecting a substantial number of people?		■			

Existing Setting

The climate in and around, the City of Goleta, as well as most of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. This high-pressure cell typically produces a Mediterranean climate with warm summers, mild

winters, and moderate rainfall. This pattern is periodically interrupted by periods of extremely hot weather brought in by Santa Ana winds. Almost all precipitation occurs between November and April, although during these months, the weather is sunny or partly sunny a majority of the time. Cyclic land and sea breezes are the primary factors affecting the region's mild climate. The daytime winds are normally sea breezes, predominantly from the west, that flow at relatively low velocities. Additionally, cool, humid, marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer.

Surface temperature inversions (0 to 500 feet) are most frequent during the winter, and subsidence inversions (1000 to 2000 feet) are most frequent during the summer. Inversions are an increase in temperature with height and directly related to the stability of the atmosphere. Inversions act as a cap to the pollutants that are emitted below or within them. The subsidence inversion is very common during the summer along the California coast, and is one of the principal causes of air stagnation. Poor air quality is usually associated with air stagnation (high stability/restricted air movement).

Air Quality Standards – Criteria Pollutants

The Federal Government and the State of California have established air quality standards and emergency episode criteria for various pollutants. Generally, State regulations have stricter standards than those at the Federal level. Air quality standards are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. Air quality at a given location can be described by the concentration of various pollutants in the atmosphere. The significance of a pollutant concentration is determined by comparing the concentration to an appropriate Federal and/or State ambient air quality standard.

Federal standards are established by the US Environmental Protection Agency (EPA) and are termed the National Ambient Air Quality Standards (NAAQS). The State standards are established by the California Air Resources Board (ARB) and are called the California Ambient Air Quality Standards (CAAQS). The region generally has good air quality, as it attains or is considered in maintenance status for most ambient air quality standards. The Santa Barbara County Air Pollution Control District (APCD) is required to monitor air pollutant levels to assure that Federal and State air quality standards are being met.

Criteria Pollutants

The criteria pollutants of primary concern include ozone (O_3), carbon monoxide (CO), nitrogen oxide (NO_2), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Although there are no ambient standards for volatile organic compounds/reactive organic gases (VOCs/ROCs) or nitrogen oxides (NO_x), they are important as precursors to O_3 .

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

The County currently violates the State 8-hour ozone and PM_{10} standards. The County is in attainment of the Federal 8-hour ozone standard and the State 1-hour ozone standard. The APCD

has adopted Clean Air Plans (CAPs) that demonstrate how the County will maintain and/or meet State and Federal air quality standards, including ozone and particulate matter standards.

Thresholds of Significance—Criteria Pollutants

A significant air quality impact could occur if the project resulted in any of the impacts noted in the above checklist.

In addition, per the City'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:

- interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO_x and ROG; or
- 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 APCD, currently set at a threshold of 25 pounds per day for NO_x and ROG 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.

The City's thresholds also include criteria for conducting carbon monoxide (CO) emission modeling. However, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with traffic at congested intersections are not expected to exceed the CO health-related air quality standards. Therefore, CO "Hotspot" analyses are not required anymore.

APCD 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 Clean Air Plan (CAP). 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% of total dust) is subject to the City's standard dust mitigation requirements.

It is noted that APCD has recommended that the City adopt two new thresholds: 240 lb/day for ROCs and NO_x and 80 lb/day for PM₁₀. While the City of Goleta has not yet adopted these new criteria, given the net reduction in ADT and peak hour trips, the project would not trigger these thresholds.

Project Specific Impacts

The project would result in the construction of new facilities resulting in 6,018 SF of new office space. Grading and construction would result in new short-term air quality impacts. The project would result in a reduction of 417 average daily trips (ADT) from baseline conditions (i.e., the former gasoline service station; see Transportation/Traffic).

The City's methodology for quantifying criteria pollutant emissions relies upon the URBEMIS 2007 9.2.4 air quality modeling software for identifying short-term construction and long-term operational

impacts for both the unmitigated project condition and baseline condition, which are described in Tables AQ-1 and AQ-2 below.

The project includes two drive-through teller stations. In a March 6, 2008 memo to the County Planning Commission titled “Air Quality Impacts of Drive-Through Facilities vs. Non-Drive-Through Facilities, the Santa Barbara County APCD stated that “On a per vehicle basis, idling emissions of the ozone precursors (ROG and NO_x) and CO are lower than for a vehicle that has been parked for the duration of the visit.” Therefore, air quality impacts associated with the drive-through tellers are not expected to be significant.

Short-Term Construction Impacts:

Table AQ-1
 Short-Term Construction Unmitigated Emissions
 (lbs/day)

<i>Condition</i>	<i>ROG</i>	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Project	7.56	52.30	30.69	7.06	3.78

- a, b) Short-term air quality impacts generally occur during project grading. Preliminary earthwork quantities are estimated at 320 cubic yards of cut and 380 cubic yards of fill (60 cubic yards imported fill). As a result, construction of the proposed project is anticipated to generate 7.06 lbs/day of PM₁₀. Short-term construction emissions of ozone precursors are projected to be 7.56 lbs/day of ROCs and 52.30 lbs/day of NO_x. Neither the City nor the APCD has adopted any significance thresholds for construction generated ROC, NO_x, or PM₁₀. These emissions have been adequately incorporated into the 2004 CAP in terms of the overall emissions inventory for construction activities. Therefore, impacts are considered adverse but not significant.
- d) Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. PM₁₀ exhaust emissions for heavy equipment involved in project construction are estimated at 3.24 lbs/day. These short-term emissions would not constitute “substantial” concentrations of diesel particulate emissions and are considered adverse but not significant.
- e) Construction of new parking areas onsite would require application of aggregate concrete (AC aka asphalt) that could create objectionable odors. Such odors would be temporary and localized. APCD Rule 329, a prohibitory rule governing the application of cutback and emulsified asphalt paving materials in the County, would apply to all project paving activities. Therefore, impacts related to objectionable odors affecting a substantial number of people are considered potentially significant.

Long-term Operational Impacts:

Table AQ-2
 Long-Term Unmitigated Emissions
 (lbs/day)

<i>Condition</i>	<i>ROG</i>	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Baseline (gasoline station)	7.95	11.25	96.98	12.76	2.46
Project	6.47	8.94	78.57	10.08	1.95
Change	-1.48	-2.31	-18.41	-2.68	-0.51

- a, b) As noted in Table AQ-2, the long-term facility operations and vehicular emissions (area source/operational) estimated to occur as a result of project implementation would be lower than baseline levels for all criteria pollutants. Total long-term emissions levels of PM₁₀ are projected to be 10.08 lbs/day, which is less than the 12.76 lbs/day estimated to be emitted under baseline conditions (the gasoline service station). Therefore, long-term operational impacts are considered to be less than significant.
- d, e) The project includes two drive-up teller stations. While the emissions levels for NO_x or ROCs do not exceed the City's long-term threshold of 25 lbs/day, pedestrians may be exposed to localized hotspots of criteria pollutants from idling automobiles in the drive-through queue. Such an impact on sensitive receptors is considered adverse but not significant.
- c) Cumulative Impacts

Criteria Pollutants

Per the City's *Environmental Thresholds and Guidelines Manual*, a project's contribution to cumulative air quality impacts is considered significant if the project's total emissions of either NO_x or ROCs exceed the long term threshold of 25 lbs/day. The project's long-term contribution to NO_x and ROCs emissions associated with the facility expansion would be less than this threshold, and therefore the project's contribution to cumulative air quality impacts involving NO_x and ROCs would be considered less than significant. The project's construction related contribution to cumulative NO_x, ROCs, and PM₁₀ would also be considered adverse but less than significant, because these emissions have been adequately incorporated into the 2004 CAP in terms of the overall emissions inventory for construction activities.

Required Mitigation Measures

1. Dust generated by construction and/or demolition activities shall be kept to a minimum with a goal of retaining dust on the site. **Plan Requirements:** The following dust control measures listed below shall be implemented by the contractor/builder:
 - a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
 - b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. If wind speeds increase to the point when such measures cannot prevent dust from leaving the site, construction activities shall be suspended.
 - c) Grading and scraping operations shall be suspended when wind speeds exceed 20 mph.
 - d) Gravel pads, knock-off plates or similar BMPs shall be installed at all access points to the project site to prevent tracking of mud onto City roadways.
 - e) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
 - f) All gravel, dirt and construction material shall be cleaned from the right of way at a minimum of once a day at the end of the work day.

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

Monitoring: City staff shall contact the designated monitor and perform periodic site inspections to verify compliance.

2. If the construction site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:
 - a) Seeding and watering to revegetate graded areas; and/or
 - b) Spreading of soil binders; and/or
 - c) Any other methods deemed appropriate by City staff.

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

Monitoring: City staff shall perform periodic site inspections to verify compliance.

3. Diesel fuel emissions shall be limited. **Plan Requirements:** The following limitations on diesel-fueled vehicles in excess of 10,000 pounds shall apply during all construction and subsequent operational activities (required per Title 13, Section 2485 of the California Code of Regulations):
 - a) Diesel-fueled vehicles in excess of 10,000 pounds shall not idle in one location for more than five (5) minutes at a time.
 - b) Diesel-fueled vehicles in excess of 10,000 pounds shall not use diesel-fueled auxiliary power units for more than five (5) minutes to power heater, air conditioner, or other ancillary equipment on any such vehicle.
 - c) The applicant shall designate one or more locations as deemed appropriate for the permanent posting of a notice(s) to all drivers of diesel-fueled vehicles in excess of 10,000 pounds of these limitations on vehicle idling in all areas of the property that may be frequented by such vehicles. Such signs will be maintained in their approved location(s) in perpetuity.

Timing: These requirements shall be printed all plans prior to LUP issuance. Requirements shall also be printed on grading and building permits. The location and information provided on the sign(s) shall be reviewed and approved by City staff prior to LUP issuance.

Monitoring: City staff shall periodically conduct site inspections to verify compliance.

Recommended Mitigation Measures

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

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

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

Residual Impact

With implementation of these mitigation measures, residual project-specific and cumulative impacts on Air Quality would remain less than significant.

BIOLOGICAL RESOURCES

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

Existing Setting

As noted above, the project site is presently devoid of vegetation. Per the City’s adopted General Plan (Conservation Element, Figure 4-1), there are no rare, endangered, or special status animal species on the project parcel or the adjacent SHRC parcel.

Thresholds of Significance

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

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

- d) Substantial diminishment of habitat for fish, wildlife, or plants.

Project Specific Impacts

- a) No candidate, sensitive, or special status plant or animal species as designated by either the US Fish and Wildlife Service (USFWS) or the California Department of Fish and Game (CDFG) are expected to be affected.
- b,c) Site construction would involve direct impacts by grading and removal of the existing paved parking lot, minimal landscaping, excavation for building foundation, erection of the building, parking, and landscaping. No direct off-site impacts to vegetation are anticipated due to the baseline conditions on the property associated with the former gas station. The site provides little habitat value for wildlife and is not considered important for the continued persistence and survival of species that may forage on-site.

Currently, all stormwater runoff sheet flows to a stormwater outlet located along Hollister Avenue. With implementation of the project, the project site would have an effective impervious area of 19% (see Hydrology/Water Quality). Runoff from parking lots is often contaminated with a mix of petroleum products and other pollutants resulting from vehicular use. In addition, tailwater from landscape irrigation is often contaminated with fertilizers, pesticides, fungicides, and herbicides resulting from improper application methods and/or over-application. All such contaminants can pose potentially significant, adverse effects on sensitive riparian systems, surface water quality, and wetlands, such as the Camino Real Marketplace bio-swale, Devereux Creek, and Devereux Slough, into which site runoff eventually flows. The project would include use of bio-swales to pre-treat surface flows from most of the parking areas, and implementation of additional Best Management Practices (BMPs) as prescribed in the City's Stormwater Management Program and General Plan Conservation Element Policy CE 10.3 would be required as a condition of approval. However, should these BMPs fail to be designed and implemented properly, these impacts would be considered potentially significant.

- d-f) Due to surrounding urban development and the baseline conditions on the property associated with the former gas station, the project would not have any significant effect on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. There are no other sensitive biological resources onsite (e.g. native trees, sensitive habitat types such as wetlands or native grasslands, or sensitive bird species nesting/roosting sites) that would be subject to City protective policies. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that either affect the project site or would be in conflict with the building. Therefore, the project poses no potential to generate such impacts.

Cumulative Impacts

The contribution of potential project specific impacts to cumulative impacts on sensitive riparian systems, surface water quality, and wetlands would be considered potentially significant as well.

Required/Recommended Mitigation Measures

Mitigation measures for stormwater management are described in the Hydrology and Water Quality section below. No other mitigation measures are required or recommended.

Residual Impact

With implementation of the mitigation measures identified in the other sections of this document, residual project-specific and cumulative impacts on Biological Resources would be considered less than significant.

CULTURAL RESOURCES

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

Existing Setting

The project site is located within the Santa Barbara Channel cultural area. Evidence of cultural activity along the coastline extends over 9,000 years. As provided in the City’s General Plan Final EIR, Section 3.5 Cultural Resources, the City is known to contain prehistoric, ethnographic, historical, and paleontological resources. The General Plan identifies areas where known archaeological resources exist. Figure 3.5-1 of the General Plan Final EIR shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations. Both the project parcel and the adjacent SHRC parcel are not shown to contain significant archaeological, paleontological, or historical resources.

Thresholds of Significance

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

Project Specific Impacts

a,c) A records search through the Central Coast Information Center indicated that neither the project parcel nor the SHRC parcel contain any historical or paleontological sites. No historical resources are listed in the List of Historic Resources in the City’s General Plan. Therefore the project would not result in any impacts to historical or paleontological resources.

- b,d) Records searches conducted through the State Native American Heritage Commission's Sacred Lands File and the California Archaeological Inventory Central Coast Information Center at UCSB indicated that no archaeological sites have been recorded on the project site. Within a 2,000-foot radius of the project parcel, there are six known archaeological sites: 1) 400 feet to the northwest; 2) 500 feet to the southeast; 3) 800 feet to the northeast; 4) 1,060 feet to the northwest; 5) 1,550 feet to the north; and 6) 1,910 feet to the northeast. The closest site, SBA-1745, was examined in 1982 and determined to be a redeposited midden from approximately 5,000 BCE (K-Mart Center Final Environmental Impact Report, 82-EIR-10).

Given the previously paved state of the site, there are no unique geologic features. Previous site preparation for the former gasoline service station would have disturbed at least the top 18 inches of any cultural deposits. The installation of underground storage tanks for the former gasoline service station and subsequent removal and remediation activities would have required excavation to a depth of at least 15 feet in various locations onsite. The highly disturbed nature of the site's soils would make the presence of any cultural resources onsite highly unlikely. However, given the historical presence of Chumash Indians in the Santa Barbara area and the location of archaeological sites within a 2,000-foot radius of the project parcel, there remains the potential for such resources to be uncovered and adversely affected by construction activities. Therefore, while the potential for disturbance of any remaining artifacts and/or human remains onsite is low, it is considered to be potentially significant.

Cumulative Impacts

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

Required Mitigation Measures

1. In the event archaeological resources are encountered during grading, work shall be stopped immediately or redirected until the City-approved archaeologist and Native American representative can evaluate the significance of the find pursuant to Phase 2 investigation standards set forth in the City Archaeological Guidelines. The Phase 2 shall be funded by the applicant. If resources are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with City Archaeological Guidelines. The Phase 3 shall be funded by the applicant. **Plan Requirements and Timing:** This requirement shall be printed on all plans submitted for any LUP, building, grading, or demolition permits. **Monitoring:** City staff shall conduct periodic field inspections to verify compliance during ground disturbing activities and shall ensure preparation of any necessary Phase 2 and/or Phase 3 investigation.

Residual Impact

With implementation of this mitigation measure, residual project specific impacts as well as the project's contribution to cumulative impacts on Cultural Resources would be less than significant.

GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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?				■	

Existing Setting

The geologic formation exposed at the surface of the project site is of Recent Quarternary Age Younger Alluvium (Qa). The project site is gently sloping from the northwest (approximately 47 feet above sea level) to the southeast (approximately 45 feet above sea level) for an overall slope of less than 2% across the property. The soils onsite consist primarily of layered sand and clay in a moist to wet condition and are considered to be Type C soils per the Cal-OSHA classification system. Soil and groundwater remediation activities are ongoing and include the removal of 729 cubic yards of hydrocarbon-contaminated soil, up to a depth of 20 feet in certain areas from the project site. Clean overburden soils would be used for backfilling. Groundwater has been detected at a depth of 35 feet. (Earth Systems Pacific, *Soils Engineering Report, Conoco Phillips Gas Station No. 5241*)

Thresholds of Significance

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

Project Specific Impacts

a,c) There are no Alquist-Priolo mapped earthquake faults or zones within the City of Goleta; however, a non-active fault is located approximately 250 feet to the north of the project site (Safety Element of the City's General Plan/Coastal Land Use Plan; 2006). Due to the site's proximity to this potentially active fault zone, impacts from seismic ground shaking are considered potentially significant.

As groundwater is present onsite, there is a potential for liquefaction to occur below the depth of approximately 35 feet below the existing ground surface. The potential is very remote due to the density of the sand soil layers and the cohesive nature of the clay soil layer. With the appropriate backfill of non-liquefiable imported soils to a layer thicker than the potentially liquefiable layers, impacts due to liquefaction can be deemed less than significant.

The topography of the site and surrounding parcels is relatively flat and the site is not mapped in an area with a high landslide potential (General Plan/Coastal Land Use Plan Final EIR, Figure 3.6-4). Therefore impacts due to landslides are considered less than significant.

b) The surface soils are highly erodible on the project site, and these soils would be exposed during construction. Estimated earthwork quantities include 320 cubic yards of cut and 380 cubic yards of fill. Site grading and soil disturbance needed for installation of the new storm drain system for the project could temporarily increase erosion causing increased silt in the surface water runoff and siltation of the storm drain system. Such erosion impacts are considered potentially significant.

d) The surface soils are part of the Quarternary alluvium geologic unit and are considered expansive. With foundation designs that meet the California Building Code's seismic parameters, impacts due to expansive soils would be considered less than significant.

e) The project's wastewater would be disposed of via the Goleta West Sanitary District's sewer system. Therefore, no potential geological hazards posed by the use of septic tanks or alternative waste water disposal systems would exist.

Cumulative Impacts

As the project poses a potentially significant project specific erosion risk, its contribution to the cumulative risk of erosion would also be considered potentially significant.

Required Mitigation Measures

1. The final grading and erosion control plan shall be designed to minimize erosion. **Plan Requirements:** The plan shall include, but not be limited to, the following:
 - a. Best management practices (BMPs), such as temporary berms and sedimentation traps (such as silt fencing, straw bales, and sand bags), shall be installed in association with project grading. The BMPs shall be placed at the base of all cut/fill slopes and soil stockpile areas where potential erosion may occur and shall be maintained to ensure effectiveness. The sedimentation basins and traps shall be cleaned periodically and the silt shall be removed and disposed of in a location approved by the City.
 - b. Non-paved areas shall be revegetated or restored (i.e. geotextile binding fabrics) immediately after grading and installation of utilities, to minimize erosion and to re-establish soil structure and fertility. Revegetation shall include drought-resistant, fast-growing vegetation that would quickly stabilize exposed ground surfaces. Alternative materials rather than reseeding (e.g., gravel) may be used, subject to review and approval by Planning and Environmental Services and Community Services.
 - c. Runoff shall not be directed across exposed slopes. All surface runoff shall be conveyed in accordance with the approved drainage plans.
 - d. Energy dissipaters or similar devices shall be installed at the end of drainpipe outlets to minimize erosion during storm events.
 - e. Grading shall occur during the dry season (April 15th to November 1st) unless a City approved erosion control plan is in place and all erosion control measures are in effect. Erosion control measures shall be identified on an erosion control plan and shall prevent runoff, erosion, and siltation. All exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion. Graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces shall also be reseeded if construction of structures does not commence within four (4) weeks of grading completion.
 - f. Site grading shall be completed such that permanent drainage away from foundations and slabs is provided and so that water shall not pond near structures or pavements.

Timing: Final grading, drainage, and erosion control plans shall be reviewed and approved by the City prior to Building Permit issuance. BMPs and erosion control measures shall remain in place/shall be implemented for the duration of grading and construction

Monitoring: City staff shall verify compliance during grading and construction activities.

2. The applicant shall demonstrate, through a structural soils and corrosivity report prepared by a certified engineering geologist, that site preparation, structural design criteria, and final footings and foundation design accounts for liquefaction in accordance with the California Building Code. The structural soils report shall also prescribe recommendations for design and construction of site improvements to minimize long term damage to paved driveways, parking areas, sidewalks and other similar surface features that may be susceptible to possible settlement and lateral movement. The recommendations prescribed in the structural soils report shall be implemented through construction plans and documents. **Plan Requirements and Timing:** The structural soils report shall be reviewed and approved by the City Building and Safety Division prior to issuance of any building permit for the project.

Monitoring: City staff shall periodically perform site inspections to verify compliance with the approved construction documents.

Residual Impact

With implementation of the mitigation measures noted above, residual project specific and cumulative impacts on Geology and Soils would be considered less than significant.

GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			■		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				■	

The analysis provided in this section is derived from information available from various state agencies, boards, and associations. Sources include:

- CAPCOA – California Air Pollution Control Officers Association; CEQA & Climate Change; January 2008
- CARB - California Air Resources Board (ARB); Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, Preliminary Draft Staff Proposal; October 24, 2008
- Department of Justice, Office of the California Attorney General; Global Warming Measures; December 9, 2008
- Governor’s Office of Planning and Research; CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review; June 2008
- Governor’s Office of Planning and Research; OPR Proposed CEQA Guidelines Amendments; April 2009
- ICF Jones and Stokes; Goleta General Plan/Coastal Land Use Plan Supplemental Environmental Impact Report; July 2009
- Sacramento Metropolitan Air Quality Management District; CEQA Guide; June 2009

Background

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 (IPCC) 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 IPCC 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 IPCC'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 GHG emissions above 2000 levels, to 4.0 degrees Celsius (7.2 degrees Fahrenheit) with a substantial increase in GHG emissions (IPCC, 2007). Large increases in global temperatures could have massive deleterious impacts on the natural and human environments.

According to the EPA, a GHG 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 GHG 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 GHGs released in greatest quantities from mobile sources burning gasoline and diesel fuel. Methane, a highly potent GHG, 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; and
- 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 34 million to 59 million by the year 2040 (California Energy Commission, 2005). As such, the number of people potentially affected by climate change, as well as the amount of human-related GHG 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 GHG emissions in the United States (behind Texas). In 2004, California's gross GHG emissions were 492 million metric tons (MMT) of CO₂ equivalent (CO₂E). (California Energy Commission, 2006).

Evolving Regulatory Setting

In 2005, Governor Arnold Schwarzenegger issued California Executive Order S-3-05 establishing the following emission targets for California: 1) reduce GHG emissions to 2000 levels by 2010; 2) reduce GHG emissions to 1990 levels by 2020; and 3) reduce GHG emissions to 80 percent below 1990 levels by 2050. Executive Orders are binding on State agencies. Accordingly, S-3-05 will guide State agencies' efforts to control and regulate GHG emissions but will have no direct binding effect on local efforts.

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

Senate Bill (SB) 97, enacted in 2007, amends the CEQA statute to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directed OPR to prepare, develop, and transmit to the California Natural Resources Agency (Resources Agency) guidelines for the feasible mitigation of GHG emissions or the effects of GHG 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, OPR submitted to the Resources Agency proposed amendments to the state CEQA Guidelines for GHG emissions. These proposed CEQA Guideline amendments provide guidance to lead agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents.

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

In October 2008, ARB published its Climate Change Proposed Scoping Plan (*Proposed Scoping Plan*), which is the State's plan to achieve GHG reductions required by AB 32. The *Proposed Scoping Plan* contains the main strategies California will implement to achieve a reduction of 169 million metric tons (MMT) of carbon dioxide equivalent (CO₂e), or approximately 30 percent from the state's projected 2020 emission level of 596 MMT of CO₂e 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 GHG 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. ARB further acknowledges that decisions on how land is used will have large impacts on the GHG 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 ARB on December 11, 2008.

In addition to the *Scoping Plan*, ARB has also released the Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act (ARB Draft Staff Proposal). The *ARB Draft Staff Proposal* includes potential interim performance standards for project types and emissions sources including construction, energy, water use, waste, transportation, and total mass GHG emissions. Specific thresholds and performance criteria for these categories have yet to be developed.

SB 375 was signed in September 2008 and aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). It also establishes new streamlining opportunities for compatible projects under CEQA. SB 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 GHG regional reduction targets, then regional agencies must develop their sustainable communities strategies. Only after the state and regional agencies accomplish their SB 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.

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 GHG emissions to 1990 levels by 2020. The California Air Resources Board has established this 1990 level at 427 million metric tons of CO₂ equivalent emissions as an attainment goal. Pursuant to AB 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., OPR, ARB, CAPCOA [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 CARB has been requested by the Governor's Office of Planning and Research to make recommendations for GHG-related thresholds of significance. Consistent with this request, the ARB released a *Preliminary Draft Staff Proposal* in October 2008 (*Draft Staff Proposal*), which represents the first step toward developing recommended statewide interim thresholds of significance for GHGs 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% of the statewide greenhouse gas emissions

inventory in 2004. ARB 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 GHG emissions throughout the State.

A significant effect on the environment means a substantial, or potentially substantial, change in the environment cause 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. (State CEQA Guidelines, 2009).

CARB 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 GHG contributions of past, present, and future projects.

Any non-zero threshold must be sufficiently stringent to make substantial contributions to reducing the State's GHG 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. ARB 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 CO₂e/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 CO₂e/year that is still being developed. (ARB, *Draft Staff Proposal*, 2008).

CAPCOA (California Air Pollution Control Officers Association, CEQA and Climate Change, 2008) looked at options for GHG 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 GHG 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 CAPCOA document also looked at other possible thresholds, including zero thresholds, ARB reporting thresholds, and efficiency-based thresholds, among others. CAPCOA 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 (BAAQMD) became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. Thresholds are set at 1,100 metric tons per year for the non-stationary sources and 10,000 metric tons per year for stationary sources (BAAQMD; June 2010).

OPR indicates that a lead agency should make a good faith effort, based on available information, to describe, calculate, or estimate the amount of GHG 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 APCD, nor the City of Goleta have established or adopted CEQA significance thresholds/screening tables for GHG emissions.

Project Specific and Cumulative Impacts

- a,b) There are a number of modeling tools that can be used to estimate GHG emissions associated with various project types. The most consistently used model for estimating a project's direct impacts is the Urban Emissions Model (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 ARB. Use of this model would ensure consistency statewide in how CO₂ emissions are modeled and reported from various project types (CAPCOA, 2008).

The URBEMIS model does not contain emission factors for GHGs other than CO₂, except for methane from mobile sources, which is converted to CO₂e. This may not be a major problem since CO₂ is the most important GHG from land development projects (CAPCOA, 2008). It also constitutes approximately 84 percent of all GHG emissions in California and is considered a "reference gas" for relating the amount of heat absorbed to the level of GHGs emitted.

The URBEMIS model also does not calculate GHGs associated with consumption of energy produced offsite (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 GHG emissions relies upon the URBEMIS 2007 9.2.4 air quality modeling software, which is the most current version available.

Project Short-term Construction Emissions. Project construction activities, especially those associated with heavy equipment operations for grading, would contribute to cumulative GHGs and global climate change. The use of heavy trucks, excavators, graders, and smaller equipment as well as unnecessary idling of that equipment, and the transportation of construction workers and materials during the work week to and from the site over months would result in emission of combustion related pollutants. It is anticipated that project construction generated CO₂ emission levels would be 4,411 lbs/day or 2.0 metric tons per day (equivalent to a yearly emission rate of 731 metric tons per year). Project construction activities would contribute to cumulative GHGs and global climate change.

Project Operational Emissions. Emission of combustion related pollutants would occur during project operation from such sources as project-generated traffic, consumption of fossil fuels for water and space heating systems, and other activities such as landscape maintenance and HVAC system leaks.

Direct long-term operational CO₂ emissions for the project are estimated at 5,323 lbs/day or 2.41 metric tons/day (882 metric tons per year). Baseline operational CO₂ emissions are estimated at 6,685 lbs/day or 3.03 metric tons/day (1,108 metric tons per year). Therefore the project's direct long-term operational CO₂ emissions would be significantly below baseline levels.

Indirect long-term emissions associated with the project would include energy consumed offsite in order to service the project (such as at utility providers associated with the project's energy and water demands). For projects of this scale, these indirect emissions are expected to be minor and incremental, would not require the construction of any new utility facility, and would not conflict with programs that utility providers have adopted in order to reduce GHG contributions.

Project Significance. The project's short-term construction and long-term operational GHG emissions would be a small percentage of California's GHG emissions, which were estimated at 492 million metric tons of CO₂e in 2004 (California Energy Commission, 2006). The project's emissions are also substantially less than any of the previously noted threshold values identified at the state level (CARB, 2008; CAPCOA, 2008; BAAQMD, June 2010). The project would also not conflict with any plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (OPR, Draft CEQA Amendments, 2009), as a result of identified mitigation measures that would be applied to the project permit as conditions of approval (see below). Therefore, project specific and cumulative impacts associated with climate change/greenhouse gases are considered less than significant.

Recommended Mitigation Measures

1. Energy conservation measures shall be included in the project. **Plan Requirements:** The following energy-conserving techniques, that substantially exceed the minimum Title 24 energy conservation requirements, shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of City staff:
 - a) use of photovoltaic systems;
 - b) duct systems shall maintain a thermal envelope via insulation to R-8;
 - c) passive cooling strategies such as passive or fan aided cooling plan designed into the structure and/or a roof opening for hot air venting or installation of underground cooling tubes;
 - d) high efficiency outdoor lighting and/or solar powered lighting;
 - e) installation of air conditioners and refrigeration units that use non-ozone depleting chemicals;
 - f) installation of low NO_x residential water heaters and space heaters meeting the minimum efficiency requirements of applicable APCD rules;
 - g) installation of Energy Star roofs, furnaces, and appliances;
 - h) use of water-based paint on exterior surfaces;
 - i) use of solar-assisted water heating for swimming pools and tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system;
 - j) use of passive solar cooling/heating;
 - k) use of energy efficient appliances;
 - l) use of natural lighting;
 - m) installation of energy efficient lighting;
 - n) provide education on energy efficiency;
 - o) use of water-efficient landscapes; water-efficient irrigation systems and devices; and use of reclaimed water;

- p) installation of cool pavements
- q) encouragement of the use of transit, bicycling, and walking by providing infrastructure to promote their use;
- r) provision of segregated waste bins for recyclable materials;
- s) zero waste/high recycling standards; and
- t) prohibition against the installation and use of wood burning fireplaces.

Timing: These requirements shall be shown on plans prior to LUP and/or building permit issuance.

Monitoring: Staff shall verify compliance prior to final inspection.

2. The permittee shall ensure that the project meets the intent of the U.S. Green Building Council's criteria for certification using the appropriate LEED rating system at the "Certified" level or higher. The following items shall be provided to verify compliance:
 - a. The appropriate LEED rating system checklist demonstrating that the project meets the selected LEED rating system at the "Certified" level or higher.
 - b. Proof that a LEED accredited professional is part of the project design team.
 - c. A signed declaration from the LEED accredited professional member of the project team stating that the plans and plan details have been reviewed and that the plans meet the intent of the criteria for certification of the appropriate LEED rating system at the "Certified" level or higher.
 - d. A complete set of plans stamped and signed by a licensed architect or engineer that includes a copy of the checklist and aforementioned signed declaration, and identifies the measures being provided for LEED compliance.

Plan Requirements and Timing: The checklist shall be copied onto a plan sheet and included in the plan index and submitted prior to LUP issuance and prior to building permit issuance.

Monitoring: The City shall verify compliance prior to final inspection.

3. The applicant shall prepare an Alternative Transportation/Transportation Demand Management Program to help reduce emissions associated with project generated vehicular trips. **Plan Requirements and Timing:** The Alternative Transportation/Transportation Demand Management Program shall include, but not be limited to, the following elements:
 - a) The applicant shall contact the Metropolitan Transit District (MTD) and SBCAG Traffic Solutions to identify appropriate Transportation Demand Management (TDM) programs that are available to serve both customers and employees. Notice of all available TDM programs shall be given to all new employees when they are hired. All employees shall be advised of any ride sharing program or similar successor program administered by the Santa Barbara Association of Governments. The applicant shall request that all employees register semi-annually in the ride sharing program and shall make an effort to encourage participation in the program.
 - b) Notice of MTD bus routes and schedules shall be posted and maintained up-to-date in a central location(s).

- c) Separate male and female shower facilities shall be provided onsite and be available for use during and after work hours for all employees. Notice of these facilities shall be provided to all new employees when hired.
- d) An employee lunch room shall be provided and shall include the following amenities; refrigerator, microwave oven, sinks, food preparation tables, and tables/chairs.
- e) Secure bicycle storage shall be provided onsite.

An Alternative Transportation/TDM Program shall be prepared by the applicant for review and approval by City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall verify compliance.

Other mitigation measures for reduction of greenhouse gas emissions are described in the Air Quality and Traffic/Transportation sections. No other mitigation measures are required or recommended.

Residual Impact

With implementation of these mitigation measures, residual impacts as a result of Greenhouse Gas Emissions would remain less than significant.

HAZARDS AND HAZARDOUS MATERIALS

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

Existing Setting

The project site is located at the northwest corner of Storke Road and Hollister Avenue. A small portion of the project site along the southern property line is located within the Airport Approach Zone of the Santa Barbara Airport, approximately 1 mile west of the end of Runway 24. The boundary of the Approach Zone runs from southeast to northwest and roughly bisects the project site, as noted in the 1990 Airport Land Use Plan (reference). In 2009 the City completed an 800-foot shift of the main runway to the west which will cause the Approach Zone boundary to shift westward across the site. A new Airport Land Use Plan is currently being reviewed, and the new Approach Zone boundary that proposed to reflect the westward shift of the runway is indicated on the project plans and crosses over the southwestern corner of the project parcel.

A gasoline service station was constructed on the project site in the 1960s and operated continuously until 2008, when it was closed and demolished. Groundwater and soil contamination from leaking underground fuel storage tanks was first identified in 1989. Soil and groundwater remediation activities soon began afterwards and continue to the present day, per a Remedial Action Plan dated May 20, 2008 and approved by the Santa Barbara County Fire Department Hazardous Materials Unit on January 9, 2009.

On October 21, 2010, the Airport Land Use Commission reviewed the project relative to the policies of the Airport Land Use Plan and found it to be consistent subject to notification of a "Airport in Vicinity" for potential risk of aircraft hazards.

Thresholds of Significance

A significant impact with regard to hazards and hazardous materials would be expected to occur if the project resulted in any of the impacts noted in the above checklist. In addition, the City'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. Since the project is not a hazardous materials facility, the City's risk based thresholds are not particularly applicable. However, 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.

Project Specific Impacts

- a-c) The project is a request for the construction of a 6,018 SF office building. No uses involving the use, transport, release, or disposal of hazardous materials are planned for the construction or operation of the project. Therefore, the project would have no such impact on public safety or the environment.
- d) As noted above, the site is known to have soil and groundwater contamination from leaking underground fuel storage tanks. The contaminants primarily include petroleum hydrocarbons in the gasoline range (C₈ to C₁₄) and the oil range (C₂₁ to C₃₆), as well as residual concentrations of benzene, methyl-tertiary-butyl ether (MTBE), and tertiary-butanol (TBA). Remediation activities are ongoing, pursuant to Remedial Action Plans approved by the Santa Barbara County Fire Department Hazardous Materials Unit (HMU). Therefore, hazards to the public and the environment as a result of exposure to the onsite contamination are considered potentially significant.
- e-f) A small portion along the site's southern edge is located within the Approach Zone of the Santa Barbara Airport, including a portion of the building (less than 10%). According to the applicant, the population density for the entire project site², including employees and customers, is estimated to be 32 persons per acre. Land uses that result in a concentration on the order of 25 persons per acre are subject to review by the Santa Barbara County Association of Governments Airport Land Use Commission (ALUC). Given that only a small

² The total occupancy of the building is expected to be 24 with eight bank staff members, six office staff and up to 10 customers at any one time.

portion of the building is within the Approach Zone, the exposure to airport hazards is small but potentially significant. Final consistency with the Airport Land Use Plan will be determined by the ALUC. On October 21, 2010, the ALUC reviewed the project's environmental document, project plans and supporting material and found that the project is consistent with the ALUP, therefore airport safety issues would be less than significant.

No private airstrips are located within the vicinity of the project site, so no impacts would result from proximity to such private airstrips.

- g-h) The project would not result in the construction of any new facilities or establishment of new uses that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site is located well outside of the City's Wildland Fire Hazard Area; therefore there would be no exposure to risks involving wildland fires.

Cumulative Impacts

Project-specific risks associated with the residual presence of soil and groundwater contamination in the area due to the former gasoline service station would represent a potentially significant contribution to the cumulative exposure of people to such hazardous wastes. The presence of customers and employees on a location partially within the Airport Approach Zone would represent a potentially significant contribution to the cumulative exposure of people to airport hazards.

Required Mitigation Measures

1. A Site Clearance letter from the Santa Barbara County Fire Department (SBCFD) Hazardous Materials Unit shall be submitted to City staff prior to commencement of grading and construction activities of the project. **Plan Requirements and Timing:** Said letter shall be submitted to City staff prior to issuance of any Land Use Permit for the project.

Monitoring: Santa Barbara County Fire Department staff and City staff shall ensure implementation of any ongoing remediation activities required by the SBCFD Hazardous Materials Unit during and after project construction.

2. The property owner and all future successor owners shall comply fully with SBCFD requirements for ongoing remediation activities during and after project construction, including monitoring and reporting. City staff shall be updated and informed on the progress of all such activities. **Plan Requirements and Timing:** City staff shall receive copies of all plans, studies, and correspondence submitted to the SBCFD Hazardous Materials Unit.

Monitoring: City staff shall verify and ensure implementation of any ongoing remediation activities required by the SBCFD Hazardous Materials Unit during and after project construction.

3. The building design of the project shall include mitigation measures to prevent migration of vapors from volatile organic compounds into the building interiors, in accordance with the California Department of Toxic Substances Control's *Guidance for Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air*. Specific measures to be required shall be determined by SBCFD Hazardous Materials Unit staff and incorporated into construction plans. **Plan Requirements and Timing:** Said plans must be reviewed and approved by the SBCFD Hazardous Materials Unit and the City of Goleta prior to issuance of any Land Use Permit for the project.

Monitoring: Santa Barbara County Fire Department staff and City staff shall ensure implementation of approved mitigation design features during project construction.

4. A Worker Awareness Program shall be prepared to acquaint construction workers on the hazards and potential exposure to contaminated groundwater and soil. **Plan Requirements:** The program shall identify measures that would minimize exposures as well as medical procedures to be employed in the event of an exposure. The applicant shall ensure that all workers are properly briefed and that proper safety procedures are being implemented throughout the grading and construction period. **Timing:** The Worker Awareness Program shall be reviewed and approved by the City prior to LUP issuance. The applicant shall conduct the worker briefing prior to commencement of construction activities.

Monitoring: City staff shall ensure completion of worker briefing and shall periodically site inspect to verify compliance with safety procedures.

Residual Impact

With implementation of these mitigation measures, residual impacts on Hazards and Hazardous Materials would be less than significant.

HYDROLOGY AND WATER QUALITY

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

Existing Setting

Prior to remediation activities, the gasoline service station site was completely paved. The site topography is relatively flat, sloping in a southeasterly direction at an average slope of 2%. Runoff of surface water at the site is by sheet flow primarily easterly across the property, draining to a storm drain inlet near the northeasterly corner of the site and another storm drain inlet at the Hollister Avenue gutter. The storm drain system is currently not sufficient to handle runoff during

some storm events, causing flooding to occur along the northern boundary of the project parcel and in the street gutter along Storke Road and Hollister Avenue.

Thresholds of Significance

A significant impact on hydrology and water quality would be expected to occur if the project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and 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.

Project Specific Impacts

a, c-f) In order to maximize ground percolation of stormwater runoff, much of the existing hardscape would be removed and replaced with landscaping and pervious areas, increasing to approximately 32% of the site area. The project would drain the new parking lot through a vegetated bioswale before entering drainage inlets, and runoff from the roof of the building would be drained through landscaped areas before entering an improved storm drain piping and inlet system onsite and in the City right-of-way along Storke Road and Hollister Avenue.

The effective impervious area would be reduced from 98% to 19%. The remaining runoff from the project would ultimately drain to the existing storm drain system at Storke Road and Hollister Avenue. Runoff calculations were made for the pre-project and post-project conditions for the 2, 5, 10, 25, 50 and 100 year storm events. The results indicate that the project will reduce the existing runoff by 6.5% in a 100-year storm event and up to 10.5% (approximately 0.20 cubic feet per second) in a 25-year storm event. (MAC Design Associates, *Preliminary Hydraulic Report for Storke-Hollister Business Center 6900 Hollister.*)

During construction, the existing hardscape would be removed and the site would be graded. As such, the project could temporarily increase erosion, causing increased silt in the surface water runoff and siltation of the storm drain system.

No alteration of the course of a stream or river would occur. The improvements to the storm drain piping and inlet systems are designed to effectively convey stormwater to the City's storm drain system. However, if the design, construction, installation, and/or maintenance of the systems are not adequate, stormwater treatment prior to discharge would not be adequate and resulting potential impacts on water quality would be potentially significant.

- b) Water for the project would be provided by the Goleta Water District (GWD) and as such, no groundwater use would be involved with project implementation.
- g,h) The project is not within an area mapped as a 100-year flood hazard area as denoted on FEMA FIRM maps. Therefore, no associated flooding impacts as a result of project implementation would occur.
- i,j) There are no levees or dams from the project site to the top of its watershed. The entirety of the site lies outside the City's Potential Tsunami Run-Up Area as mapped by the City's

General Plan. Therefore, no impacts to people and property associated with a tsunami or the failure of an upstream levee and/or dam would occur.

Cumulative Impacts

The contribution of potential project specific impacts to cumulative flooding and water quality impacts within the City would be considered potentially significant as well.

Required Mitigation Measures

1. Catch basin filter inserts capable of capturing sediment, trash, debris, and petroleum products from low flow (first flush) stormwater runoff shall be installed in each stormwater inlet/catch basin to be connected to the storm drain system serving the project site. **Plan Requirements and Timing:** Catch basin filter inserts shall be specified for installation in all project stormwater inlets/catch basins shown on the final grading/drainage plan. The specifications for such inserts shall be reviewed and approved by City staff prior to Building Permit issuance. All catch basin filter inserts for the curb inlets in the parking area as identified on the approved grading/drainage plan shall be installed prior to occupancy clearance.

Monitoring: The project engineer shall verify installation of all approved catch basin filter inserts in writing per the timing requirements noted above.

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

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

3. The applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) covering all phases of grading operations. **Plan Requirements:** The SWPPP shall be prepared by a licensed civil engineer and incorporate all appropriate Best Management Practices (BMPs) necessary to mitigate short-term construction impacts. The plan may include, but is not limited to, the following BMPs:
 - a. temporary berms and sedimentation traps (such as silt fencing, straw bales, and sand bags); the BMPs shall be placed at the base of all cut/fill slopes and soil stockpile areas where potential erosion may occur and shall be maintained to ensure effectiveness; the sedimentation basins and traps shall be cleaned periodically but at a minimum prior to September 30th of each year. Additional inspections, repairs, and maintenance shall be performed after storm events as needed throughout the rainy season (November 1st to April 15th), and the silt shall be removed and disposed of in a location approved by the City;
 - b. non-paved areas shall be revegetated or restored (i.e. geotextile binding fabrics) immediately after grading and installation of utilities, to minimize erosion and to re-establish soil structure and fertility; revegetation shall include drought-resistant, fast-growing vegetation that would quickly stabilize exposed ground surfaces; alternative materials rather than reseeding (e.g., gravel) may be used, subject to review and approval by Planning and Environmental Services and Community Services;

- c. runoff shall not be directed across exposed slopes; all surface runoff shall be conveyed in accordance with the approved drainage plans;
- d. energy dissipators or similar devices shall be installed at the end of drainpipe outlets to minimize erosion during storm events;
- e. grading shall occur during the dry season (April 15th to November 1st) unless a City approved erosion control plan is in place and all erosion control measures are in effect; erosion control measures shall be identified on an erosion control plan and shall prevent runoff, erosion, and siltation; all exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion; graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures; these surfaces shall also be reseeded if construction of structures does not commence within four (4) weeks of grading completion.

Timing: The final drainage study shall be submitted to City staff for review and approval prior to Building Permit issuance.

Monitoring: City staff shall verify that the SWPPP has been implemented per the approved final plan prior to commencement of grading.

4. The applicant shall prepare a final drainage study consistent with the City's Storm Water Management Plan that identifies all Best Management Practices (BMPs). **Plan Requirements:** The final drainage study shall be prepared by a licensed civil engineer. The study may include, but is not limited to, the following BMPs:
 - a. a final drainage analysis that provides final estimates on pre/post development stormwater runoff volumes, required storage capacity, and specifications on all elements of the drainage control system;
 - b. regular maintenance and cleaning of catch basins and detention basins;
 - c. routine cleaning of streets, parking lots, and storm drains;
 - d. stenciling of all storm drain inlets to discourage dumping by informing the public that water flows to the ocean;
 - e. development of an integrated pest management program for landscaped areas of the project, emphasizing the use of biological, physical, and cultural controls rather than chemical controls;
 - f. provision of educational flyers to residents/commercial tenants regarding proper disposal of hazardous water and automotive waste;
 - g. provision of trash storage/material storage areas that are covered by a roof and protected from surface runoff.

Timing: The final drainage study shall be submitted to City staff for review and approval prior to LUP issuance.

Monitoring: City staff shall verify that drainage/stormwater quality protection plan has been constructed/installed per the approved final plan prior to final inspection.

5. The applicant shall prepare a Operation and Maintenance Plan (O&M) that addresses maintenance requirements for all improvements associated with the stormwater quality protection/BMPs described in the final drainage study **Plan Requirements:** At a minimum, the maintenance agreement shall include requirements that all inline storm drain filters shall be inspected, repaired, and cleaned per manufacturer specifications and at a minimum prior to September 30th of each year. Additional inspections, repairs, and maintenance shall be

performed after storm events as needed throughout the rainy season (November 1st to April 15th) and/or per manufacturer specifications. Any necessary major repairs shall be completed prior to the next rainy season. Prior to September 30th of each year, the applicant shall submit to the City for its review and approval a report summarizing all inspections, repairs, and maintenance work done during the prior year. **Timing:** The applicant shall submit the required maintenance agreement to City staff for review, approval, and execution prior to Building Permit issuance.

Monitoring: City staff shall periodically verify compliance with the provision of the agreement and respond to instances of non-compliance with the agreement.

Residual Impact

With implementation of these mitigation measures, residual impacts on Hydrology and Water Resources would be considered less than significant.

LAND USE AND PLANNING

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

Existing Setting

The project site is located at the northwestern corner of Storke Road and Hollister Avenue, in the urban core of the City of Goleta. The General Plan land use designation of the site within the Land Use Element is currently Intersection Commercial (C-I). According to Land Use Policy LU 3.7, the intent of the Intersection Commercial designation is to provide for a limited variety of commercial uses of low to moderate intensity located at major roadway intersections. Customers are anticipated to drive to these establishments. Uses are limited to various commercial and retail services oriented to the traveling public, including, but not limited to, gas stations, convenience markets, highway-oriented restaurants, and similar uses. The current zoning designation of the site is Highway Commercial, which allows for uses consistent with the Intersection Commercial land use category.

The General Plan land use designation of the SHRC parcel is currently Office and Institutional (I-OI). According to Land Use Policy LU 4.3, the intent of the Office and Institutional designation is to provide for existing and future office-based uses. Uses allowed include moderate-density business

and professional offices, medical and medical-related uses, hospitals, research and development, and other similar uses. The current zoning designation of the site is M-RP (Industrial Research Park), which allows for uses consistent with the Office and Institutional land use category.

Thresholds of Significance

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

Project Specific Impacts

a,c) The structure would not result in the physical division of any established community or neighborhood. The proposal represents an infill project within a developed area of the City. The project site is bordered to the west and north by a mix of business park and residential uses. Hollister Avenue borders the site on the south with the Camino Real Marketplace, a regional shopping center, beyond. Storke Road borders the site on the east with business park uses beyond. In addition, the project does not involve modifications to the existing circulation network within the community. Therefore, there would be no impact related to dividing an established community. Per the General Plan Conservation Element Figure 4-1, no Environmentally Sensitive Habitats Areas (ESHAs) or special status species occur on the project site. There are no habitat or natural community conservation plans that apply to the project site. Therefore, the project would not result in impacts to habitat conservation plans.

b) *Land Use/Zoning Designations*

The bank and office uses are not allowed with the property's existing land use and zoning designations. As part of the project, the applicant requests to change the land use designation of the applicant's property to Office and Institutional (I-OI). This change would allow finance, insurance, and real estate office uses as well as other medical, professional, and business service uses. The applicant also requests a change to the zoning designation of the property to PI (Professional and Institutional). These changes to land use and zoning designations would change and expand the list of allowable uses onsite.

The larger surrounding parcel to the east and the parcel immediately to the west are also designated I-OI. Thus, the change in land use designation would provide for geographical consistency. The change would also add land inventory to the I-OI category, which currently comprises 98 acres within the City (approximately 2% of the City's land area). Though the inventory of land in the C-I category would be decreased by 0.55 acres from its current amount of 9.29 acres (about 0.2% of the City's land area), the resulting loss would not likely be significant since the allowed uses in that category may be accommodated on lands designated in nearly all other commercial categories (Regional Commercial, Community Commercial, Old Town Commercial, and General Commercial).

Should the decision-maker considering approval of the project choose to grant the requested change in land use and zoning designations, the project would then be consistent with the Land Use Map (General Plan Land Use Element Figure 2-1) and the City's zoning map. Therefore, the impacts of the requested designation changes are less than significant.

Zoning Ordinance Development Standards: Parking

The applicant is also requesting discretionary modifications to parking requirements of the Inland Zoning Ordinance (see Transportation/Traffic).

Parking for the project would be provided both on the project site as well as on the adjacent Storke-Hollister Research Center (SHRC). An agreement for reciprocal parking and access across both parcels is proposed. The parking requirements of the City's Inland Zoning Ordinance vary by land use. Table LU-1 below summarizes the required and available parking for both the project and the adjacent parcel:

**Table LU-1
 City of Goleta Zoning Ordinance Parking Requirements**

Site/Land Use	Floor Area (SF)	Required Parking Ratio	Parking Spaces Required	Parking Spaces Provided
Project site: Professional/Institutional	6,018	1 space/200 SF	30	27
SHRC site @ 100% Research/Dev.	56,991 ³	1 space/500 SF	114	161
SHRC site @: 50% office 50% Research/Dev.	56,991	Office use: - 1 space/300 SF R&D use: - 1 space/500SF	152	161
SHRC site @: 75% office 25% Research/Dev.	56,991	Office use: - 1 space/300 SF R&D use: - 1 space/500SF	172	161
SHRC site @ 100% office:	56,991	1 space/300 SF	190	161

A total of 188 spaces are planned to be supplied on the two parcels (27 on the project parcel and 161 on the SHRC parcel). When the SHRC was approved, the project was projected to be used entirely for research and development uses, which has a required parking demand rate of 1 space per 500 square feet. The City's Inland Zoning Ordinance, however, calls for parking requirements to be recalculated upon the change of use of a property. Office uses now comprise approximately 85% of the current floor area, and has a required parking demand rate of 1 space per 300 square feet.

182 spaces would be required for a scenario where the adjacent site has a 50% office/50% research-development mix of uses. If more floor area on the adjacent site were to be devoted to office use, the number of parking spaces required would exceed the total spaces provided by the project (32 spaces under a worst-case scenario at 100% office use).

Table LU-2 summarizes the parking demand on both parcels using the *ITE Parking Generation Manual* (Institute of Transportation Engineers, 3rd Edition, 2004). Using ITE demand rates, the total parking demand is calculated to be 186 spaces, two fewer than the 188 spaces that would be provided. Therefore, parking is expected to be sufficient.

Table LU-2

³ Excludes stairs and elevator shafts per Parking Ordinance, Goleta Municipal Code Division 6.

Parking Demand, ITE Parking Generation Rates

Site/Land Use	Floor Area (SF)	Required Parking Ratio	Parking Spaces Required	Parking Spaces Provided
Project site:				
- Drive-In Bank Use	4,091	3.49 spaces/1,000 SF	15	27
- General Office Use	1,927	2.84 spaces/1,000 SF	6	
Adjacent site @ 100% office:	58,015	2.84 spaces/1,000 SF	165	161
Totals			186	188

The other parking modification requested relates to the layout of the parking lot and circulation on the bank parcel. The applicant would prefer the parking layout shown in Scheme A which includes a number of smaller parking spaces, cars overhanging landscaped and sidewalk areas and a relatively tight circulation pattern. Staff has observed that several busy parking lots in the City of Goleta have tight designs and smaller parking spaces that render them difficult to negotiate, particularly in a standard sized vehicle.

Policy Consistency

A number of policies from the City’s GP/CLUP are also applicable. A complete consistency analysis is provided in the staff report for the decision-maker hearings. Housing Element Policy 3.2 is one of the applicable policies and it requires mitigation of employee impacts associated with non-residential projects. This policy is highlighted here in order to ensure notice of the mitigation required by this policy.

Baseline conditions associated with the former gas station include approximately 4 former employees. Employment associated with the project includes the potential for 8 bank employees and 6 non-bank employees for a total of 14 employees. Therefore, net new employment subject to HE 3.2 would be 10 employees. The applicant currently provides rental discounts and home buyer’s assistance for all bank employees and intends to extend these employee housing benefit programs to the new non-bank employees associated with this project. These programs would satisfy the requirements of HE 3.2.

Cumulative Impacts

The project’s land use impacts are considered site specific and therefore no cumulative land use impacts are expected.

Required Mitigation Measures

1. The applicant shall record a Notice of Airport in Vicinity that states the following:

“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to aircraft over flights and aircraft hazards and some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration or odors).”

Plan Requirements and Timing: The applicant shall record a Notice of Airport in Vicinity prior to the issuance of a Land Use Permit for the project.

Monitoring: City staff shall confirm that the notice has been recorded prior to LUP issuance.

2. The applicant shall record a covenant of easements for reciprocal access, parking and trash enclosure for APNs 073-140-006 and -019) and t covenant of easement shall be in a form acceptable to the City.

Plan Requirements and Timing: The applicant shall prepare a covenant of easement for reciprocal access, parking and trash enclosure for APNs 073-140-006 and -019 and submit it to City staff for review and approval. Prior to issuance of anybuilding permit, the applicant shall record the covenant of easement both properties.

Monitoring: Applicant shall provide City staff evidence of the recorded covenant of easement to easement.

Residual Impact

With implementation of these mitigation measures, residual project Land Use and Planning conflicts would be eliminated.

MINERAL RESOURCES

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

Existing Setting

No known mineral resources have been identified on the project site nor would the facility result in the loss of a locally important mineral resource recovery site.

Thresholds of Significance

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

Project Specific Impacts

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

Cumulative Impacts

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

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

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

NOISE

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

Existing Setting

Noise exposure contours map points of equal average noise levels in the same way that topographic contours map points of equal elevation. The project site lies within the existing 65 dBA noise contour for Hollister Avenue and US Highway 101 and within the 60 dBA noise contour for the airport and the Union Pacific Railroad. The project site is partially located within the approach zone of the Santa Barbara Municipal Airport (SBMA).

Noise is defined as unwanted or objectionable sound. The measurement of sound takes into account three variables; 1) magnitude, 2) frequency, and 3) duration.

Magnitude is the measure of a sound's "loudness" and is expressed in decibels (dB) on a logarithmic scale. Decibel levels diminish (attenuate) as the distance from the noise source increases. For instance, the attenuation rate for a point noise source is 6dB every time the distance from the source is doubled. For linear sources such as Highway 101 or the railroad tracks, the attenuation is 3 dB for each doubling of distance from the source.

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

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

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

Thresholds of Significance

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 the City's *Environmental Thresholds and Guidelines Manual*. The City's adopted thresholds assume that outdoor CNEL noise levels in excess of 65 dBA are considered to pose significant noise impacts on sensitive receptors.

Project Specific Impacts

- a,c) The project site lies within the 65 dB Community Noise Equivalent Level (CNEL) noise exposure contour within the City. The primary sources of noise in the area are vehicular traffic on Hollister Avenue, Highway 101, the Union Pacific Railroad Right of Way, and aircraft operations at the Santa Barbara Airport. Additionally, the baseline noise condition for the property includes substantial vehicular traffic associated with pump stations as well as repair and maintenance associated with the service bays.

The General Plan indicates that the range of normally acceptable noise levels for office buildings, business commercial, and professional use areas is 50-67.5 dBA. "Normally acceptable" for a specified land use is defined as:

satisfactory based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Both such uses are considered sensitive receptors and the limit of acceptable noise exposure of sensitive receptors is typically 60 dBA CNEL.

Pursuant to the General Plan, noise levels of up to 65 dB are considered "conditionally acceptable" for sensitive receptors (the residential area to the north). The term "conditionally acceptable" is defined as:

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Future noise contours at build out of the General Plan indicate that the anticipated exterior noise levels to be experienced by the project fall within this range, and with typical construction techniques, the interior noise levels typically decrease by 20 dB. However, until a detailed analysis of the interior noise reduction requirements is made, the impact of traffic noise on the project is considered potentially significant.

As a bank and office building, the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. No such impacts on the adjacent sensitive receptor are anticipated to occur as a result of project implementation. Additionally, project impacts are anticipated to be slightly less than the baseline conditions due to elimination of the gas station service bays.

- b) The project would not expose neighboring sensitive receptors to excessive groundborne vibration or groundborne noise levels since construction of the project would not require such vibration/noise generating construction techniques, such as the driving of foundation piles. Additionally, vibration associated with the baseline conditions of the gas station service bays is eliminated. Therefore, no such project impacts are expected to occur.
- d) The City's *Environmental Thresholds and Guidelines Manual* notes construction noise poses a potentially significant impact on sensitive receptors if such receptors are within 1,600 feet of the construction site. Noise associated with heavy equipment operation and construction activities can average as high as 95 dB or more measured 50 feet from the source. At a point-source attenuation rate of 6 dB for each doubling of distance from the source, construction equipment noise levels at 95 dB would not decrease to below the 65 dB threshold for sensitive receptors until the distance between the source and receptor reach 1,600 feet. Per the City's General Plan Noise Element, residential areas are considered a sensitive noise receptor, making them the closest sensitive receptors to the project site. With the closest residential building located within approximately 170 feet from the northern property line and therefore within a 1,600 foot radius of the project site, construction noise would be considered to pose a potentially significant impact on sensitive receptors in the area.
- e,f) There are no private airstrips within the vicinity of the project site. The site is partially located within the Santa Barbara Municipal Airport Approach Zone, as defined by the Santa Barbara County Airport Land Use Plan. The site is subjected to occasional aircraft overflights from westbound straight-out departures. Such possible overflights and occasional noise intrusions for the employees and customers of the bank and office building are considered a potentially significant impact.

Cumulative Impacts

Incremental increases in ambient CNEL as a result of project implementation would be considered a less than significant contribution to cumulative noise impacts in the vicinity of the project site.

Required Mitigation Measures

1. All noise-generating project construction activities shall be limited to Monday thru Friday, 8:00 a.m. to 5:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made in extenuating circumstances (in

the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. The applicant shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. **Plan Requirements and Timing:** Three (3) signs stating these restrictions shall be provided by the applicant and posted on site. Such signs shall be a minimum size of 24” x 48.” All such signs shall be in place prior to beginning commencement of any grading/demolition and maintained through to occupancy clearance. Violations may result in suspension of permits.

Monitoring: City staff shall monitor compliance with restrictions on construction hours and shall promptly investigate and respond to all complaints.

2. Stationary construction equipment that generates noise which exceeds 65 dBA measured 50-feet from the source in an unattenuated condition shall be shielded to reduce such noise levels to no more than 65 dBA at project boundaries. **Plan Requirements and Timing:** The applicant shall submit a list of all stationary equipment to be used in project construction which includes manufactures specifications on equipment noise levels as well as recommendations from the project acoustical engineer to shielding such stationary equipment so that it complies with this requirement for review and approval by City staff. This information shall be reviewed and approved by City staff prior to LUP issuance. All City-approved noise attenuation measures for stationary equipment used in any construction and/or demolition activities shall be implemented and maintained for the duration of the period when such equipment is onsite.

Monitoring: City staff shall periodically inspect the site to ensure compliance with all noise attenuation requirements.

3. The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:
 - a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.
 - b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.

Plan Requirements and Timing: These requirements shall be printed all plans prior to LUP issuance. Requirements shall also be printed on grading and building permits.

Monitoring: City staff shall periodically inspect the site to ensure compliance with all noise attenuation requirements.

4. A Notice of “Airport in Vicinity” describing possible overflights and occasional noise intrusions shall be included in lease agreements with all building tenants. **Plan Requirements and Timing:** A draft copy of the lease agreement including this notice shall be reviewed and approved by City staff.

Monitoring: Prior to issuance of any Land Use Permit, City staff shall ensure inclusion of the Notice of “Airport in Vicinity” in the draft lease agreement.

POPULATION AND HOUSING

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

Existing Setting

The project site lies within the commercial/business corridor along Hollister Avenue, and is bordered to the east, south and west by similarly designated property. This immediate area is developed with a mix of residential, business park, and commercial retail uses. Storke Road borders the site on the east with business park uses beyond.

Thresholds of Significance

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

Project Specific Impacts

- a) The project would not create any new residential units, but would contribute to the projected buildout of the City, as noted in the General Plan/Local Coastal Plan FEIR (Population and Housing), and therefore a small increase in employment opportunities as well. Baseline conditions associated with the former gas station include approximately 4 former employees. Employment associated with the project includes the potential for 8 bank employees and 6 non-bank employees for a total of 14 employees. Therefore, net new employment would be 10 employees. The anticipated increase of approximately 10 employees resulting from the project would be so minimal that no measurable impact on population growth in the area would occur. No new roads or infrastructure that could support other new development would be required. As such, impacts resulting from potential inducement of population growth in the City would be considered less than significant.
- b,c) The project would not displace any existing housing units or require the displacement of any people, thereby necessitating the construction of replacement housing. Therefore, no such impacts would occur.

Cumulative Impacts

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

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

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

PUBLIC SERVICES

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

Existing Setting

Fire protection/emergency services for the project would be provided by the Santa Barbara County Fire Department. The closest fire station to the project site is Station #11 located at 6901 Frey Way, just off Storke Road on the south side of US 101.

Police services would be provided by the Santa Barbara County Sheriff's Department under contract to the City. Park facilities in proximity to the project site include Girsh Park on Storke Road to the south. Public schools serving the project vicinity include Ellwood Elementary, Goleta Valley Junior High, and Dos Pueblos High School.

Thresholds of Significance

A significant impact on public services would be expected to occur if the project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and*

Guidelines Manual includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds, any project that would generate enough students to generate the need for an additional classroom using current State standards would be considered to result in a significant impact on area schools.⁴

Project Specific Impacts

a) Fire Protection

The primary responding County Fire Station for the project would be Station 11 on Storke Road. Also, County Fire Station 14 at 320 North Los Carneros Road is also in close proximity to the project site. Response times from both stations are within County Fire Department guidelines (five minutes or less). Other applicable fire protection criteria include a firefighter to population ratio (1:2000-4000) and 1 engine company per 16,000 population. While the latter two criteria are exceeded in this service area, the Fire Department indicates that a project of this small size can be adequately served. Additionally, the baseline condition of the former gas station including onsite storage and use of hazardous materials is a greater potential fire service impact than fire protection needs associated with the Montecito Bank and Trust building.

The project site plan was reviewed by the Fire Department staff for conformance with emergency vehicle access requirements and was deemed acceptable (Brian Hayden, Santa Barbara County Fire Department, June 3, 2009). The building would also be sprinklered and access to the site is adequate with frontage and curb cuts on both Hollister Avenue and Storke Road.

The existing fire hydrant infrastructure in the area is substandard for the project. One new fire hydrant would be required to be installed and a second hydrant would be required to be relocated on the property in order to ensure adequate fire protection for the project (Hayden, Santa Barbara County Fire Department, June 3, 2009). If the driveways, interior drive aisles, and fire hydrants are not installed per Fire Department requirements, the project would pose a potentially significant impact to fire services.

Police Services

The Santa Barbara County Sheriff's Department provides 24-hour police protection services to the area under contract to the City of Goleta. The City of Goleta is divided into 3 patrol units with 1 police car assigned to each unit. Additional police services are available from Santa Barbara County to supplement City of Goleta police in an emergency. City of Goleta police operate from three locations: the City of Goleta offices, an office located in Old Town on Hollister Avenue, and a third location at the Camino Real Marketplace. Demand for police services resulting from the project would not change measurably from baseline conditions at the property. Therefore, there would be no need for new facilities or the physical alteration of existing police facilities.

Schools

As the project consists of a bank and office use that generates no increase in residential units over the baseline conditions, the project would not result in any impacts due to increased student enrollment either within the Goleta Union or Santa Barbara School Districts in the foreseeable

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

future. Therefore, there would be no need for new facilities or the physical alteration of existing school facilities.

Parks and Other Public Facilities

Project employees could avail themselves of a variety of public parks in and around the city, as well as other public services such as the Goleta Branch of the Santa Barbara Public Library. The increase in demand over baseline conditions associated with the former gas station is considered adverse and would be mitigated by the payment of parks and recreation development fees.

Cumulative Impacts

The project's contribution to the cumulative need for new facilities or the physical alteration of existing facilities would be de minimus.

Required Mitigation Measures

1. All access ways (public or private) shall be made serviceable. **Plan Requirements and Timing:** The site plan shall be submitted for review and approval by the Santa Barbara County Fire Department as well as City staff prior to LUP issuance. Access ways shall be built per approved plans.

Monitoring: City staff and the Santa Barbara County Fire Department shall verify compliance with the requirement to prepare a Fire Department approved site plan prior to DRB Preliminary/Final review of the project. City staff shall verify Fire Department approval of access ways prior to any occupancy clearance.

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

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

Residual Impact

With implementation of this mitigation measure, residual impacts on public services and facilities would be less than significant.

RECREATION

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

Existing Setting

The City's 10 public parks, 4 private parks, and 20 public open space areas comprise a total of 523 acres, which equate to approximately 18 acres per thousand residents. The three larger City-owned regional open space preserves, the Sperling Preserve, Santa Barbara Shores Park, and Lake Los Carneros Natural and Historical Preserve collectively account for 363 acres of that total. Approximately 40 percent of the City's two miles of Pacific shoreline is held in City ownership. Together with the neighborhood open space areas, these preserves provide many opportunities for passive recreation activities and enjoyment of natural areas. Areas specifically developed for active recreational uses however are less abundant with about three acres of land per thousand residents. The City's single recreation center, the Goleta Valley Community Center, is insufficient to fulfill all the needs of community groups and residents. Although privately owned and managed, Girsh Park provides much-needed facilities for active recreation but there remains a shortage of public facilities for active recreation such as sports fields, tennis courts, swimming pools, and dedicated trails.

Thresholds of Significance

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

Project Specific Impacts

- a) The project would have an adverse effect on parks and recreation facilities. The incremental increase of use in nearby facilities by employees over the use associated with the former gas station, would be considered adverse but less than significant.
- b) No recreational facilities are part of this project.

Cumulative Impacts

Although the project would not result in any significant project-specific effects on recreational facilities or create any substantial new demand for such public amenities, the resulting incremental increase in demand would represent an adverse contribution to cumulative impacts on recreational facilities and the demand for such amenities in the area.

Required/Recommended Mitigation Measures

The project's adverse contribution to cumulative demand for parks and recreational facilities would be addressed through the payment of park and recreation development impact fees.

Residual Impact

Residual demand for parks and recreational facilities generated by the project would be considered adverse but less than significant.

TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				■	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				■	
c. 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?				■	
d. 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?				■	
e. 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?				■	
f. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		■			
g. Result in inadequate emergency access?		■			
h. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		■			

Existing Setting

The property is located at the northwestern corner of Storke Road and Hollister Avenue. The site is within a developed residential and commercial area and is bounded on all sides by urban development. Sidewalks exist along both the Storke Road frontage and the Hollister Avenue frontage. The nearest MTD bus stops are located at the northeastern, southeastern and southwestern corners of Storke Road and Hollister Avenue.

The project site is served by a network of City streets and US Highway 101. Access to the project site is currently provided from both Storke Road and Hollister Avenue via a two-way driveway off of Storke Road on the eastern side of the site, and a two-way driveway off of Hollister Avenue on the southern side of the site. The two driveways would serve both the project and the adjacent SHRC parcel. Four additional curb cuts allow for access directly onto the site from the roadway; these curb cuts would be eliminated as a result of the project. Currently, 174 parking spaces are provided to serve the SHRC parcel.

Thresholds of Significance

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 the City's *Environmental Thresholds and Guidelines Manual* and include the following:

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

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

- 2) Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- 3) Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic.
- 4) Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change

of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Project Specific Impacts

a-d) The site-specific trip generation estimates for the new traffic which would be generated by the project when compared to the baseline were calculated by the applicant's consultant (Associated Traffic Engineers) based on average trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Report (Eighth Edition). Using the ITE average trip generation rates for Drive-In Bank and General Office, the project is estimated to generate a total of 365 new average daily trips and 63 P.M. peak hour trips. Using the ITE average trip generation for a Gasoline Service Station with 8 pumps, the baseline use is estimated to have generated 782 average daily trips and 64 P.M. peak hour trips.

Subtracting the trip generation estimates for the previous baseline use from the project use, a net decrease of 417 average daily trips and 1 P.M. peak hour trip would therefore be projected. Therefore the project would not generate any new impacts to the street system serving the project site above baseline levels.

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

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

<u>LOS</u>	<u>Added Peak Hour Trips</u>
D	20 trips
E	10 trips
F	10 trips

Since the project would generate fewer daily trips and peak hour trips compared to the baseline use, no impact to the level of service of roadways and intersections serving the project site would occur.

- e) The project site is partially located within the Airport Approach Zone of the Santa Barbara Airport (see Hazards/Hazardous Materials, above, for a detailed discussion). The project would not generate any changes to existing air traffic patterns.
- f) Access to the project site would be limited to the two existing driveways fronting adjacent parcel (APN 073-140-019), one on Storke Road and one on Hollister Avenue. Ingress/egress using these two existing driveways is not currently, nor would in the future as a result of project implementation, be subject to insufficient sight distance, excessive cross-traffic

speeds, or unsafe roadway alignments (both horizontal and vertical). The four existing curb cuts fronting the project parcel, two on Storke Road and two on Hollister Avenue would be eliminated..

- g) The project site plan was reviewed by the Fire Department staff for conformance with emergency vehicle access requirements and was deemed acceptable (Brian Hayden, Santa Barbara County Fire Department, June 3, 2009). However, a potentially significant impact to emergency access may occur if the project is not constructed to the specifications of the site plan approved by Fire Department staff.
- h) The project would not adversely affect any existing or planned bus stops in the area. Several MTD bus lines serve the Storke Road/Hollister Avenue intersection, and there are existing bus stops on three of the four corners at the intersection, making public transportation access to the site feasible for employees and customers. No bike parking area is indicated on the plans, as required by the parking standards of the City's Inland Zoning Ordinance and Transportation Element polices of the General Plan. Project impacts on alternative transportation plans, policies, and programs would therefore be considered potentially significant.

Cumulative Impacts

No intersections within the project's travelshed would experience a significant change from cumulative to cumulative + project conditions as a result of project implementation. The project's contribution to cumulative traffic impacts in the City would be addressed by payment of any required traffic development impact mitigation fees. As such, under the City's thresholds, project contributions to cumulative traffic conditions at area intersections would be considered to be less than significant.

Required Mitigation Measures

1. A total of five (5) bike parking spaces shall be provided. Bicycle racks shall be the "Inverted U" type in compliance with the SBCAG Traffic Solutions recommended bicycle rack. Minor adjustment in bicycle parking locations may be approved by the Planning and Environmental Services Department.

Plan Requirements and Timing: Final plans showing bicycle parking locations and type shall be reviewed and approved by the City of Goleta prior to LUP issuance.

Monitoring. The City of Goleta shall perform site inspections to ensure implementation according to approved plan prior to occupancy clearance.

Residual Impact

With implementation of this mitigation measure, residual impacts to traffic and transportation systems would be less than significant.

UTILITIES AND SERVICE SYSTEMS

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

Existing Setting

Wastewater Treatment

The Goleta West Sanitary District (GWSD) provides sewer service in the project area. Sewage travels along gravity-fed collection lines to a main trunk line. The trunk line terminates at the GWSD pump house located on the UCSB campus Lot 32, at which point the waste is transferred via a pressurized line running parallel to the Santa Barbara Airport, to the Goleta Sanitary District's (GSD) treatment plant located on William Moffett Place next to the Santa Barbara Municipal Airport. Treatment of wastewater collected by GWSD is provided through a contract with the Goleta Sanitary District (GSD).

The GSD treatment plant has a capacity of 9.7 million gallons per day (based on average daily flow) but is currently limited to a permitted discharge of 7.64 million gallons per day. GWSD is allocated 40.78% of the capacity at the sewage treatment plant, which equates to about 3.12 million gallons per day. GWSD currently generates approximately 1.71 mgd of sewage that is treated at the GSD plant, resulting in about 1.41 mgd of remaining capacity in the GWSD's existing system (City of Goleta GP/CLUP Final Environmental Impact Report, 2006).

Water Supply

The Goleta Water District (GWD) is the water purveyor for the City of Goleta. The GWD currently has four sources of water: surface water from the Lake Cachuma Project (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 sources delivered an estimated 15,300 AFY to the GWD in 2005 and together are expected to be able to provide approximately 17,670 acre-feet per year (AFY) to the GWD through the year 2030. Average current demand for GWD water (2007) is 15,554 AFY (Goleta Community Services Department).

Landfill Capacity and Solid Waste

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 the City, collection services are provided by Marborg Industries and BFI Waste Systems. Waste generated in the City 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 (City of Goleta GP/CLUP Final Environmental Impact Report, 2006).

Drainage Facilities

Prior to remediation activities, the gasoline service station site was completely paved. The site topography is relatively flat, sloping in a southeasterly direction at an average slope of 2%. Runoff of surface water at the site is by sheet flow primarily easterly across the property, draining to a storm drain inlet near the northeasterly corner of the site and another storm drain inlet at the Hollister Avenue gutter.

Thresholds of Significance

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

Project Specific Impacts

a,b,e) Sewage disposal service for the project would continue to be provided by the Goleta West Sanitary District (GWSD). The Goleta West Sanitary District (GWSD) would collect wastewater generated by the project and convey it to the GSD's main treatment plant. Applying the GWSD's wastewater generation rate of 100 gallons/day (gpd) per 1,000 square-feet for commercial uses, project-generated wastewater effluent would be 602 gallons per day (gpd). This represents approximately 0.04% of the 1.41 mgd remaining

allocated capacity of the GWSD. The quantity of wastewater generated by the project would not exceed the baseline amount generated by the former gas station or GWSD's sewage collection and treatment capacity. However, the applicant has yet to provide a District Sewer Service Connection Permit from the GWSD to ensure its capacity can be utilized. Therefore, at this time, these impacts are considered potentially significant.

- c) In order to maximize ground percolation of stormwater runoff, much of the existing hardscape associated with the former gas station would be removed and replaced with landscaping and pervious areas, increasing such areas to approximately 32% of the site area. The project would drain the new parking lot through a vegetated bioswale before entering drainage inlets, and runoff from the roof of the building would be drained through landscaped areas before entering an improved storm drain piping and inlet system onsite. The effective impervious area would be reduced from the baseline of 98% to 19%. The remaining runoff from the project would ultimately drain to the existing storm drain system at Storke Road and Hollister Avenue.

Runoff calculations were made for the pre-project and post-project conditions for the 2, 5, 10, 25, 50 and 100 year storm events. The results indicate that the project will reduce the existing runoff by 6.5% in a 100-year storm event and up to 10.5% (approximately 0.20 cubic feet per second) in a 25-year storm event. (MAC Design Associates, *Preliminary Hydraulic Report for Storke-Hollister Business Center 6900 Hollister.*)

During construction, the existing hardscape would be removed and the site would be graded. As such, the project could temporarily increase erosion, causing increased silt in the surface water runoff and siltation of the storm drain system.

The project would not result in the need for construction of new storm water drainage facilities off-site. However, if the design, construction, installation, and/or maintenance of these facilities are not adequate, stormwater treatment prior to discharge would not be adequate and resulting potential impacts on water quality would be potentially significant.

- d) Water service to the project site was provided for the former gas station and would continue to be provided by the Goleta Water District (GWD). Applying the water consumption rates for General Commercial zone districts provided in the City's *Environmental Thresholds and Guidelines Manual*, projected gross water demand for the project would be 0.84 AFY, less the (unknown) amount used by the former gas station. This represents approximately 0.006% of the water received by GWD in 2005, approximately 0.0005% of the water available to the GWD in the future, through to the year 2030. Since the GWD currently has a yearly water supply of 3,618 AFY above current demand levels, the addition of approximately 0.84 AFY of additional demand as a result of the project represents only 0.02% of that existing excess supply. Given these projections, the GWD has sufficient supply to service this project. The project also would not contribute to groundwater overdraft as no wells are onsite.

However, the applicant has yet to provide a Can and Will Serve Letter from the GWD. Therefore, at this time impacts are considered potentially significant.

- f,g) The City's *Environmental Thresholds and Guidelines Manual* provides solid waste generation factors. Using the rate for office projects, the project would generate approximately 7.82 tons per year as compared to the baseline solid waste generation figure

of 2.8 tons/year for the former gas station (approximately 1,750 sq. ft. in size)The quantity of solid waste to be disposed of at landfills (non-recycled waste) is typically estimated at 50 percent of the total solid waste generation. The non-recycled waste from the project is therefore estimated at 3.91 tons per year. This amount does not exceed the City's project specific threshold of 196 tons per year. Therefore, the project's specific impact on solid waste disposal capacity at the Tajiguas Landfill would be considered less than significant.

Cumulative Impacts

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

Required Mitigation Measures

1. A Connection Permit from the Goleta West Sanitary District shall be obtained. **Plan Requirements and Timing:** The Connection Permit shall be provided to the City prior to LUP issuance.

Monitoring: The Connection Permit shall be on file with the City prior to LUP issuance.

2. A Can and Will Service (CAWS) Letter from the Goleta Water District shall be obtained. **Plan Requirements and Timing:** The CAWS Letter shall be provided to the City prior to LUP issuance.

Monitoring: The CAWS Letter shall be on file with the City prior to LUP issuance.

3. Outdoor water use shall be minimized. **Plan Requirements:** The following measures shall be implemented in the final landscape plan:

- a. the final landscaping shall use approximately 75% drought-tolerant native and/or Mediterranean type species;
- b. drip irrigation or other water-conserving irrigation shall be installed;
- c. plant material shall be grouped by water needs;
- d. turf shall constitute less than 20% of the total landscaped area if proposed under the final landscape plan;
- e. no turf shall be allowed on slopes of over 4%;
- f. extensive mulching (2" minimum) shall be used in all landscaped areas to improve the water holding capacity of the soil by reducing evaporation and soil compaction; and
- g. moisture sensing devices shall be installed to prevent unnecessary irrigation.

Timing: The final landscape plan shall include these requirements and shall be reviewed and approved by City staff and DRB. The applicant shall implement all elements of the final landscape plan prior to final inspection.

Monitoring: Prior to final inspection, City staff shall verify installation according to plan.

4. Indoor water use shall be minimized. **Plan Requirements:** The following measures shall be implemented in project building plans:

- a. all hot water lines shall be insulated;
- b. re-circulating, point-of-use, or on-demand water heaters shall be installed;
- c. self regenerating water softening shall be prohibited in all structures; and
- d. lavatories and drinking fountains shall be equipped with self-closing valves or motion sensors.

Timing: Project building plans shall include these requirements. Indoor water conserving measures shall be implemented prior to occupancy clearance.

Monitoring: Prior to final inspection, City staff shall inspect to verify installation according to plan.

Recommended Mitigation Measures

- 5 A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. The plan shall include the following measures, but is not limited to those measures. Said plan shall indicate how a 50% diversion goal shall be met during construction. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete and asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. The applicant/property owner shall contract with a City-approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (A copy of the contract shall be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall. At the end of the project, applicant shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled.

Plan Requirements and Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to permit compliance sign-off.

Monitoring: City staff shall site inspect during construction and prior to permit compliance sign-off to ensure waste reduction and recycling components are established and implemented.

6. The applicant shall develop and implement a Solid Waste Management Program. The program shall identify the amount of waste generation estimated during processing of the project.

Plan Requirements: The program shall include, but is not limited to, the following measures:

- a) Provision of a recyclable materials storage area of at least 50 SF within the project site that is approved by Marborg/Allied Waste.
- b) Implementation of a green waste source reduction program focusing on recycling of all green waste generated onsite.

- c) Development of a Source Reduction Plan (SRP), describing the recommended program(s) and the estimated reduction of the solid waste disposed by the project. For example, the SRP may include a description of how fill will be used on the construction site, instead of landfilling, or a detailed set of office procedures such as use of duplex copy machines and purchase of office supplies with recycled content.
- d) Implementation of a program to purchase materials that have recycled content for project construction and/or operation (i.e., plastic lumber, office supplies, etc.). The program could include requesting suppliers to show recycled materials content. To ensure compliance, the applicant shall develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs.

Timing: The applicant shall submit a Solid Waste Management Program to the City for review and approval prior to LUP issuance. All program components shall be implemented prior to Building Permit issuance and shall be maintained in perpetuity.

Monitoring: Prior to final inspection, City staff shall ensure compliance with the Solid Waste Management Plan.

Residual Impact

With implementation of these mitigation measures, residual project impacts to utilities and service systems would be considered less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

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

14. PREPARERS OF THE INITIAL STUDY, CONTACTS, AND REFERENCES

This document was prepared by City of Goleta Planning and Environmental Services Department staff.

Contributors and Contacts:

City of Goleta

Patricia Miller, Manager, Current Planning Division
Cindy Moore, Senior Planner, Current Planning Division
Dan McLaughlin, Senior Building Inspector
Marti Schultz, Principal Civil Engineer
Jim Biega, Contract Traffic Engineer
Shine Ling, Assistant Planner
Pat Saley, Contract Planner

Public Agencies

Carrie Bennett and Misty Williams, Goleta Water District
Mark Nation, Goleta West Sanitary District
Brian Hayden, Santa Barbara County Fire Department
Tom Rezbek, Santa Barbara County Fire Department HMU
Molly Pearson, Santa Barbara Air Pollution Control District
Bill Yim, Santa Barbara County Association of Governments
Andrew Bermond, Santa Barbara Municipal Airport
Central Coast Information Center – California Archaeological Inventory

References:

Associated Transportation Engineers, *Traffic, Circulation and Parking Study, Storke-Hollister Office Building Project*, April 8, 2009

Associated Transportation Engineers, *Addendum to the Traffic, Circulation and Parking Study, Storke-Hollister Office Building Project*, September 23, 2009

Bay Area Air Quality Management District, *Resolution No. 2010-06*, June 2010.

CAPCOA – California Air Pollution Control Officers Association; *CEQA and Climate Change*; January 2008.

California Air Pollution Control Officers Association (CAPCOA) Technical Advisory; *CEQA and Climate Change: Addressing Climate Change Through the California Environmental Quality Act (CEQA) Review* dated June 19, 2008, available at the OPR website, www.opr.ca.gov.

CARB – California Air Resources Board (ARB); *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases Under the California Environmental Quality Act, Preliminary Draft Staff Proposal*; October 24, 2008.

City of Goleta, Inland Zoning Ordinance (Goleta Municipal Code Chapter 35, Article III)

City of Goleta, *Environmental Thresholds and Guidelines Manual, 2003*

City of Goleta, *General Plan/Coastal Land Use Plan, 2006*

City of Goleta *General Plan/Coastal Land Use Plan Final EIR*, September, 2006

Final Mitigated Negative Declaration
Montecito Bank and Trust Building
08-196-GPA, -RZ, -DP, -LLA, -CUP; 10-026-DPAM
December 2010

Department of Justice, Office of the California Attorney General; *Global Warming Measure*, December 9, 2008

Earth Systems Pacific, *Soils Engineering Report, Conoco Phillips Gas Station No. 5241, 6930 Hollister Avenue, Goleta, California*, April 14, 2009

Goleta Water District *Urban Water Management Plan*, December 2005
Goleta Water District *Water Assessment*, May 2008
Preliminary Hydraulic Report for Storke-Hollister Business Center 76900 Hollister, prepared by MAC Design Associates, April 17, 2009

Governor Arnold Schwarzenegger, *California Executive Order S-3-05*, 2005

Governor Arnold Schwarzenegger, *Assembly Bill 32, the California Global Warming Solutions Act of 2006, Assembly Bill 32, Health and Safety Code Section 38500 et. seq*

Governor's Office of Planning and Research; *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review*, June 2008

Governor's Office of Planning and Research; *OPR Proposed CEQA Guidelines Amendments*, April 2009

Governor's Office of Planning and Research; *Senate Bill 97*, 2007

ICF Jones and Stokes; *Goleta General Plan/Coastal Land Use Plan Supplemental Environmental Impact Report*, July 2009

Intergovernmental Panel on Climate Change: <http://www.ipcc.ch/>

Montreal Protocol: <http://www.unep.org/ozone/pdfs/montreal-protocol2000.pdf>

Sacramento Metropolitan Air Quality Management District; *CEQA Guide*, June 2009

Santa Barbara County, Air Pollution Control District, *Clean Air Plan, 2008*:
<http://www.sbcapcd.org/cap.htm>

Santa Barbara County, *Final Environmental Impact Report, Storke/Hollister Research Center Development Plan and Tentative Parcel Map*, prepared by McClellan Engineers, July 1987 (87-EIR-5)

State of California, Air Resources Board, *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*, 2008:
<http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf>

State of California, California Energy Commission: <http://www.energy.ca.gov/>

US Department of Energy, Oak Ridge National Laboratory, Carbon Dioxide Information Analysis Center, *Global Fossil Fuel CO₂ Emissions, 2003*

15. ATTACHMENTS:

- A. Project Plans (11" x 17" reductions)
- B. Draft MND Comment Letters
 - Eric Gage, APCD, October 1, 2010
 - Barbara Massey, October 11, 2010

Final Mitigated Negative Declaration
Montecito Bank and Trust Building
08-196-GPA, -RZ, -DP, -LLA, -CUP; 10-026-DPAM
December 2010

ATTACHMENT A
Project Plans
(11" x 17" reductions)



LENVIK & MINOR
ARCHITECTS

315 West Haley Street
Santa Barbara, CA 93101
(805) 963-3357 Fax (805) 963-2785
A California Corporation

Consultant

Revisions	Date	#	Remarks
	12/12/08		Incomplete Response
	01/05/09		Fire Department Response
	03/05/09		Additional Breakdown of Square Footage
	04/27/09		Revision to "parking removed" note on plan
	08/20/09		2nd Incomplete Response
	09/02/09		Single Story Response
	09/04/09		Increased parking strip on west side
	09/16/09		Revised parking for City of Goleta

Client

Nassau Land Co. L.P.
c/o The Towhee Group
27 East Ocean Street
Santa Barbara, CA 93101

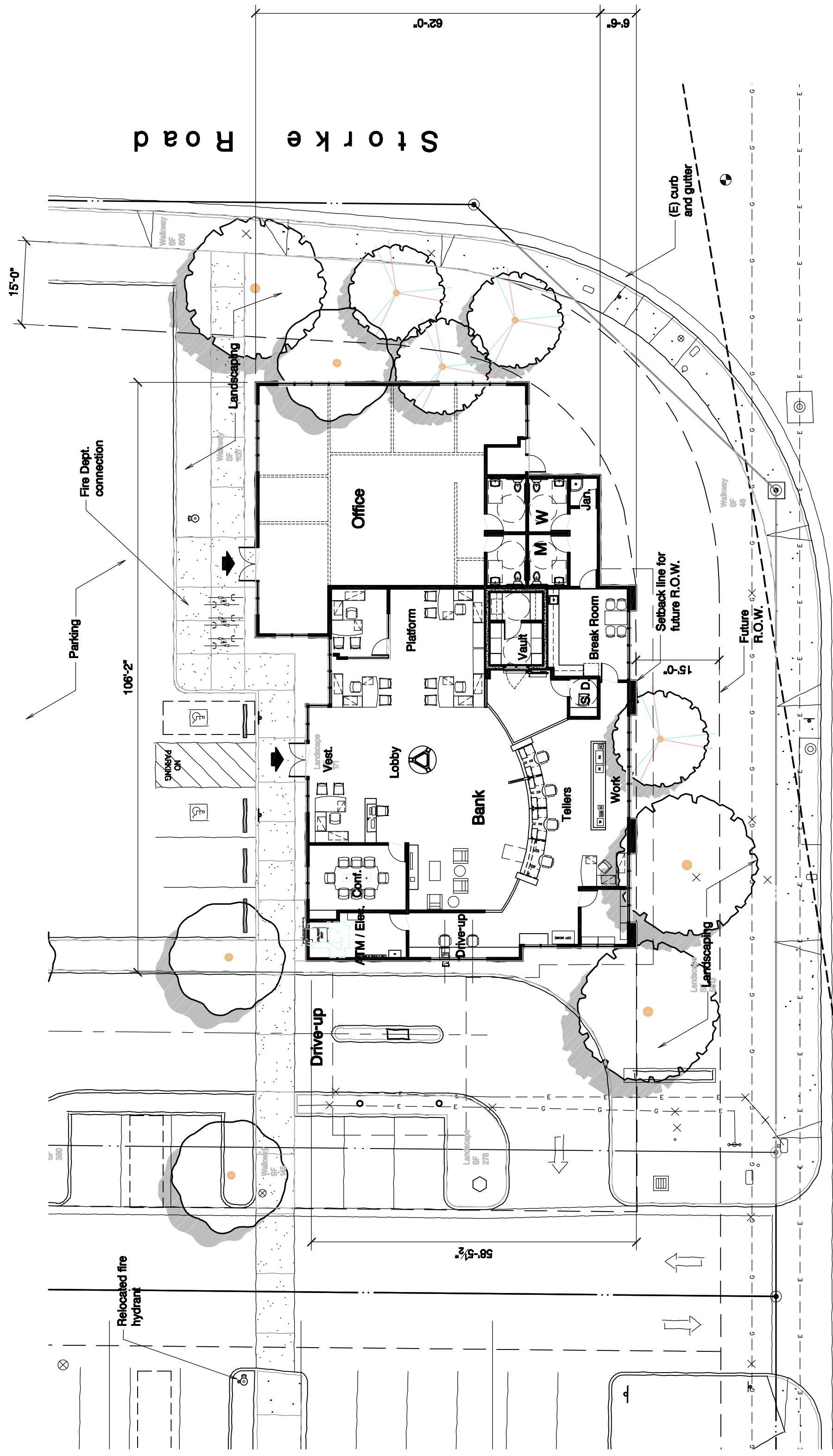
Storke-Hollister
Business Center
6900 Hollister Ave.
Goleta, CA

APN 073-140-006

Scheme B
Conceptual
Floor Plans

Date	06-18-10	Job Number	0753
Drawn By	TLB	Checked by	ENL
Sheet		of	Sheets

A3

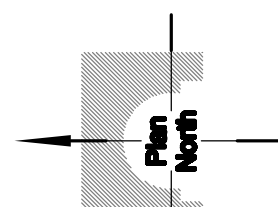


Statistics:

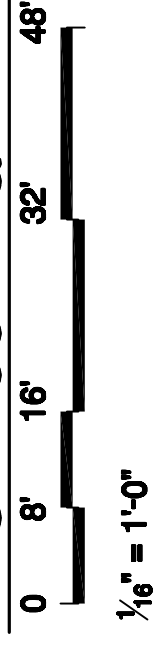
Bank	3640 S.F. net
Office	1665 S.F. net
Total	5705 S.F. net

Plumbing Statistics:

5795 S.F. / 200 = 29 (table A factor)	
29 / 2 = 15 male and 15 female	
Office Employee uses:	
Urinal	1:1-40
Water Closet	1:10-50
Male	1:1-15
Female	1:1-15
Provided:	
Male	1
Female	2



First Floor Plan



HOLLISTER AVENUE

Storke Road



LENVIK & MINOR
ARCHITECTS

315 West Haley Street
Santa Barbara, CA 93101
(805) 963-3957 Fax (805) 963-2785
A California Corporation

Consultant

Revisions	Date	#	Remarks
	12/2008		Incomplete Response
	01/2009		Fire Department Response
	02/2009		Additional Breakdown of Square Footage
	04/27/09		Revision to "parking removed" note on plan
	08/20/09		2nd Incomplete Response
	09/22/09		Single Story Response
	09/24/09		Increased parking strip on west side
	09/28/09		Revised parking for City of Goleta

Client

Nassau Land Co. L.P.
do The Towhee Group
21 East Wilson Street
Santa Barbara, CA 93101

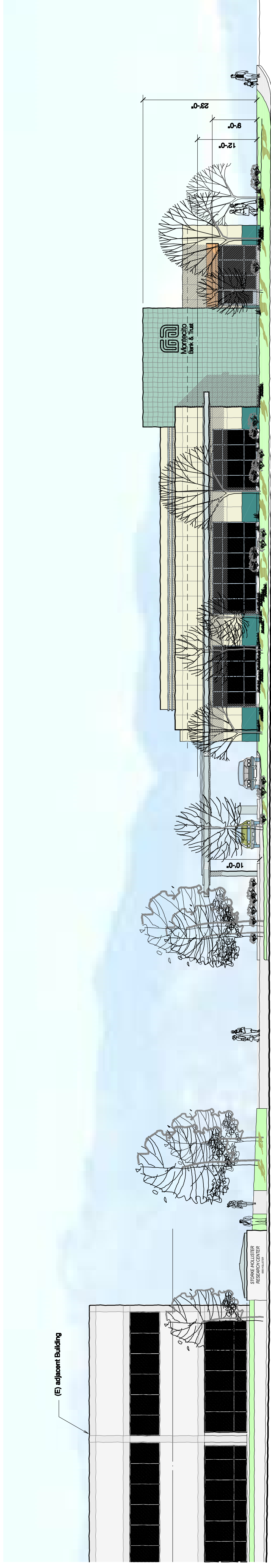
**Storke-Hollister
Business Center**
6900 Hollister Ave.
Goleta, CA

APN 073-140-006

**Scheme B
Exterior
Elevations**

Date	06-18-10	Job Number	0753
Drawn By	TLB	Checked by	ENL
Sheet		of	
Sheet		of	

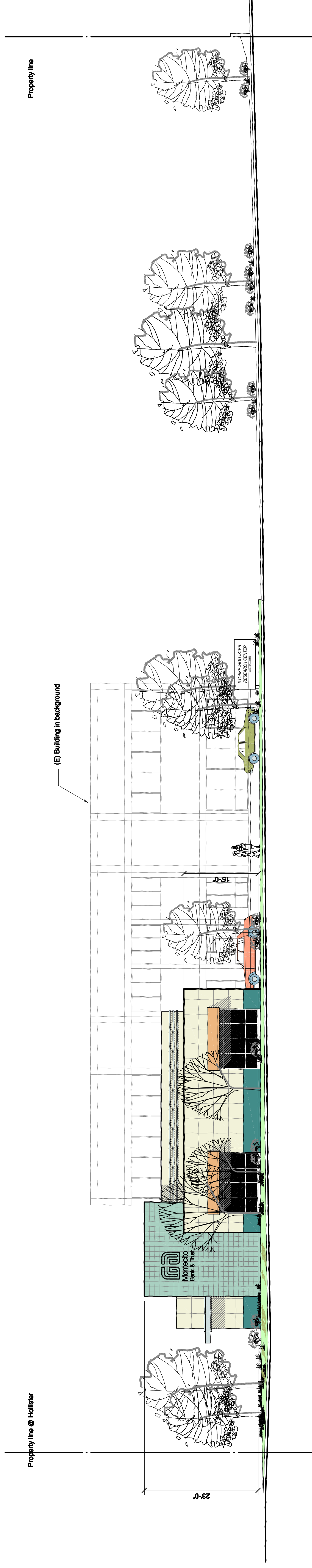
A4



South Elevation View from Hollister Ave.

0 5'-4" 10'-8" 21'-4" 32"

$\frac{3}{32}$ " = 1'-0" Typical this sheet



East Elevation View from Storke Road



LENVIK & MINOR
ARCHITECTS

315 West Haley Street
Santa Barbara, CA 93101
(805) 963-3357 Fax: (805) 963-2785
A California Corporation

Consultant

Revisions	Date	#	Remarks
	07/25/10		Incomplete Response
	07/29/10		Fire Department Response
	08/05/10		Additional Breakdown of Square Footage
	08/27/10		Revision to "building removal" note on plan
	08/30/10		2nd Incomplete Response
	09/01/10		Single Story Response
	09/06/10		Increase planter strip on west side
	09/16/10		Revised parking for City of Goleta

Client

Neesau Land Co. L.P.
c/o The Tombras Group
7 East Victoria Street
Santa Barbara, CA 93101

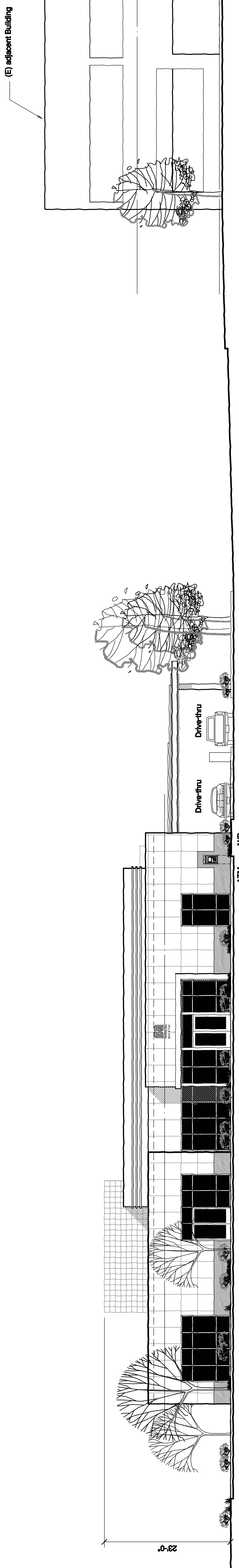
**Storke-Hollister
Business Center**
6900 Hollister Ave.
Goleta, CA

APN 073-140-006

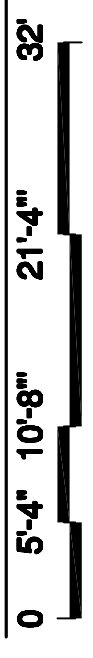
**Scheme B
Exterior
Elevations**

Date	Job Number
08/18/10	0753
Drawn By	Checked By
TLB	EAL
Sheet	of
	Sheets

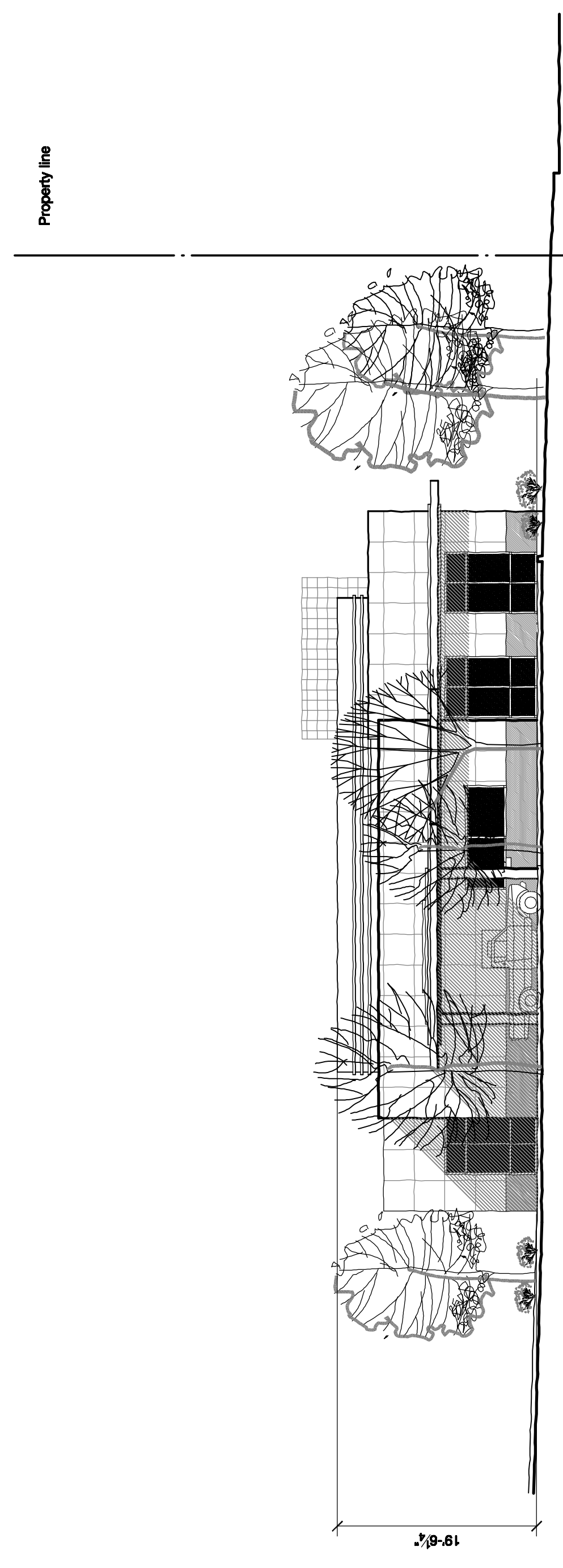
A5



North Elevation
View towards Hollister Ave.

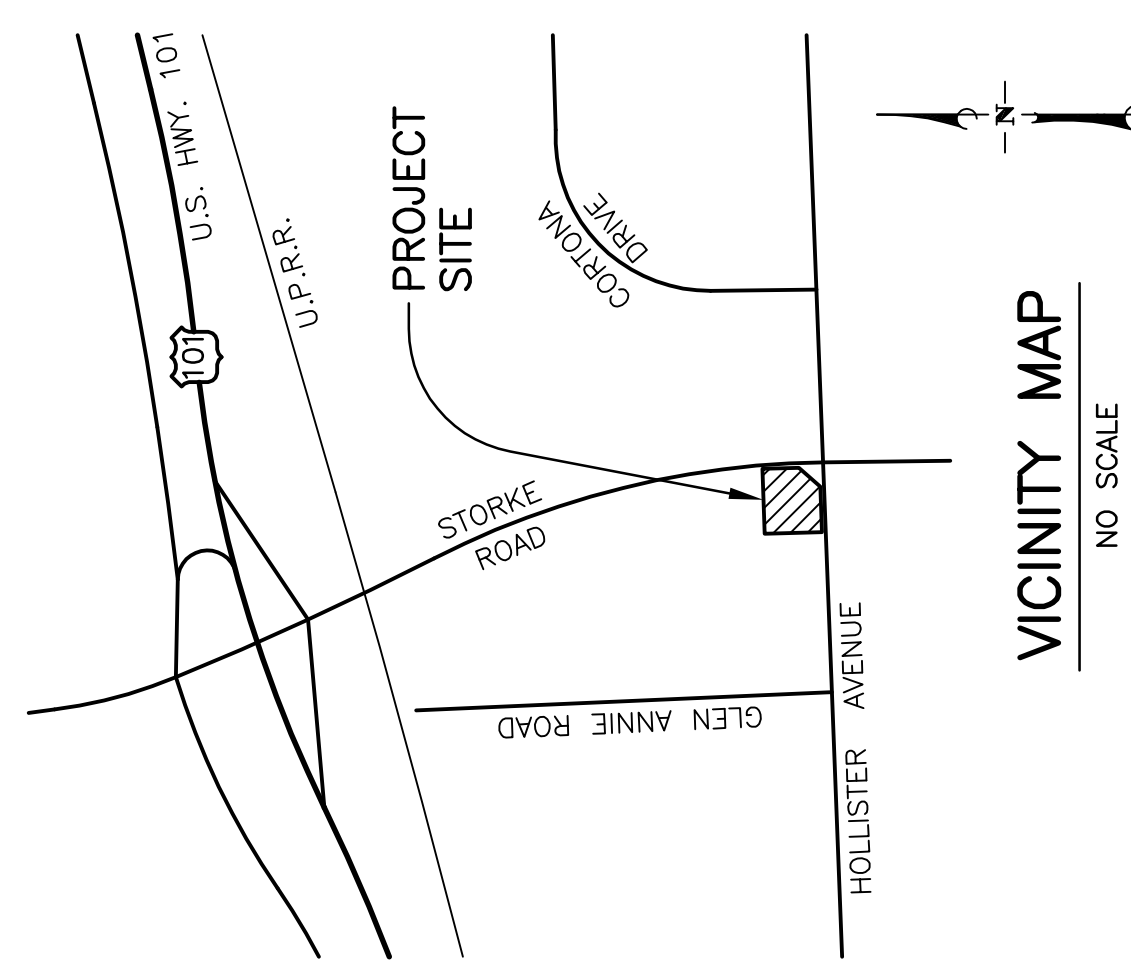
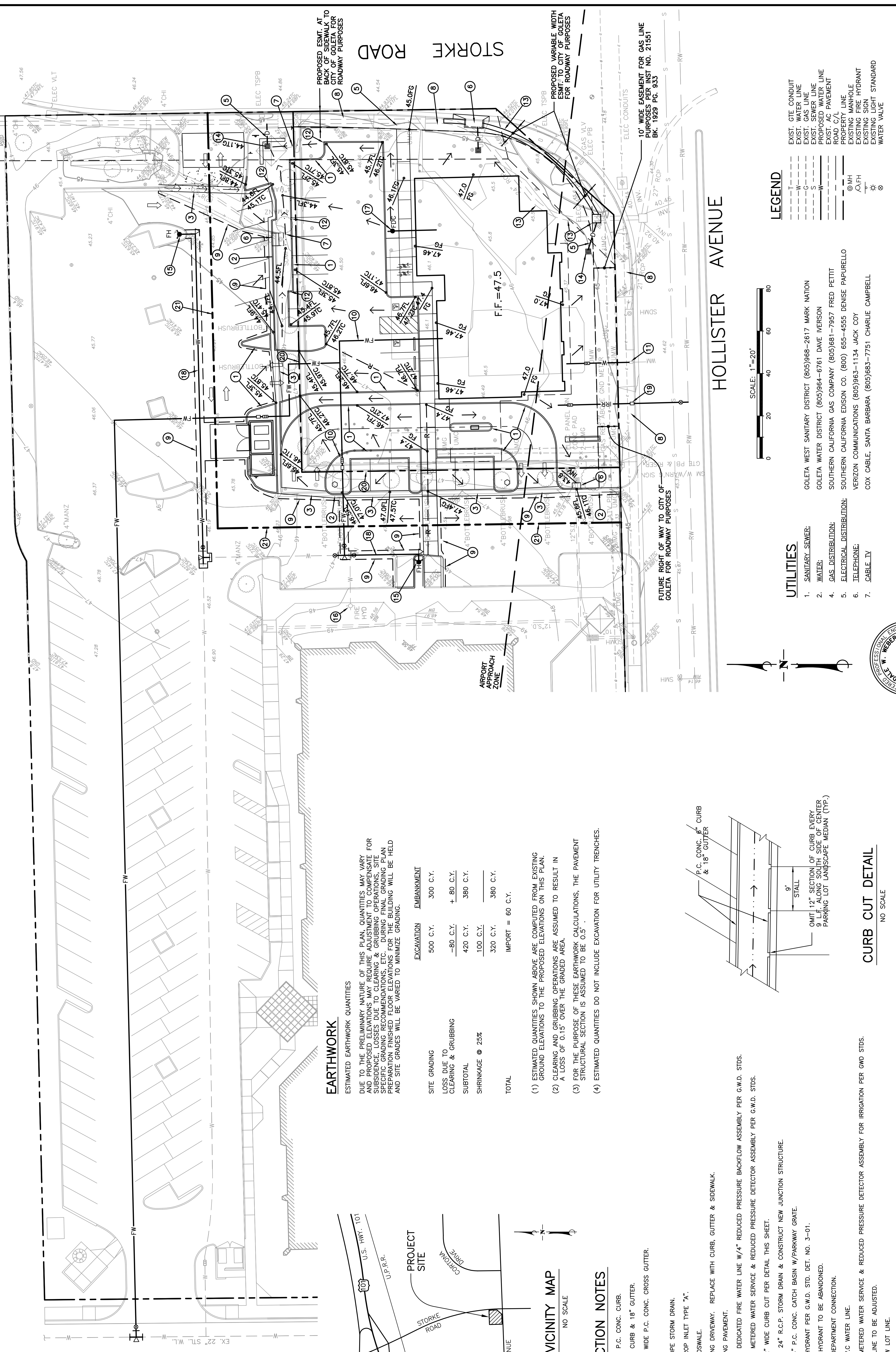


$\frac{3}{32}'' = 1'-0''$ Typical this sheet



West Elevation
View towards Storke Road

GLEN ANNIE ROAD



EARTHWORK

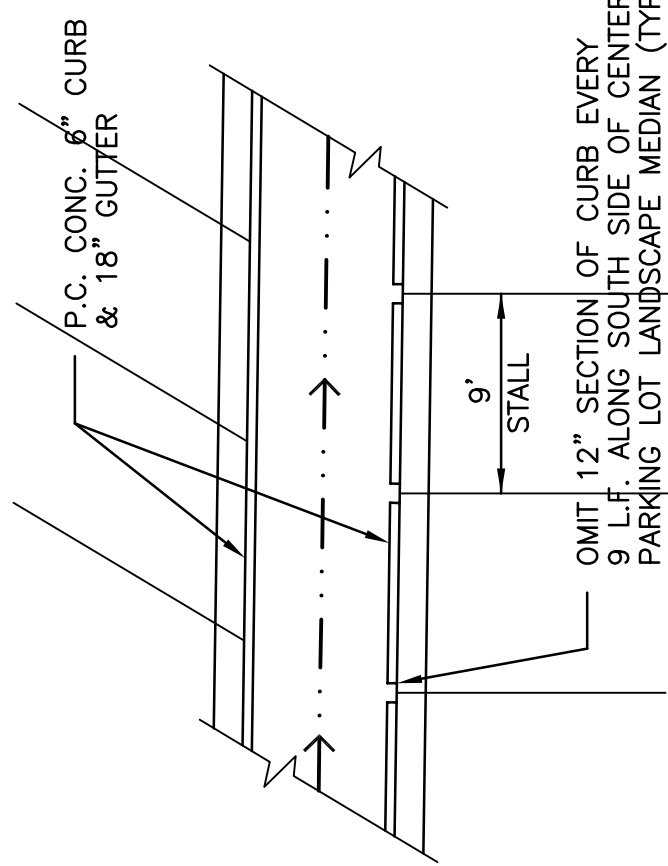
ESTIMATED EARTHWORK QUANTITIES
 DUE TO THE PRELIMINARY NATURE OF THIS PLAN, QUANTITIES MAY VARY AND PROPOSED ELEVATIONS MAY REQUIRE ADJUSTMENT TO COMPENSATE FOR SUBSIDENCE LOSSES DUE TO CLEARING & GRUBBING OPERATIONS, SITE SPECIFIC GRADING RECOMMENDATIONS, ETC. DURING FINAL GRADING PLAN PREPARATION FINISHED FLOOR ELEVATIONS FOR THE BUILDING WILL BE HELD AND SITE GRADES WILL BE VARIED TO MINIMIZE GRADING.

SITE GRADING	EXCAVATION	EMBANKMENT
LOSS DUE TO CLEARING & GRUBBING	500 C.Y.	300 C.Y.
SUBTOTAL	-80 C.Y.	+ 80 C.Y.
SHRINKAGE @ 25%	420 C.Y.	380 C.Y.
TOTAL	100 C.Y.	380 C.Y.
	320 C.Y.	IMPORT = 60 C.Y.

- ESTIMATED QUANTITIES SHOWN ABOVE ARE COMPUTED FROM EXISTING GROUND ELEVATIONS TO THE PROPOSED ELEVATIONS ON THIS PLAN.
- CLEARING AND GRUBBING OPERATIONS ARE ASSUMED TO RESULT IN A LOSS OF 0.15' OVER THE GRADED AREA.
- FOR THE PURPOSE OF THESE EARTHWORK CALCULATIONS, THE PAVEMENT STRUCTURAL SECTION IS ASSUMED TO BE 0.5'.
- ESTIMATED QUANTITIES DO NOT INCLUDE EXCAVATION FOR UTILITY TRENCHES.

CONSTRUCTION NOTES

- CONSTRUCT 6" P.C. CONC. CURB.
- CONSTRUCT 6" CURB & 18" GUTTER.
- CONSTRUCT 3" WIDE P.C. CONC. CROSS GUTTER.
- NOT USED.
- CONSTRUCT HDPE STORM DRAIN.
- CONSTRUCT DROP INLET TYPE "A".
- CONSTRUCT BIOSWALE.
- REMOVE EXISTING DRIVEWAY. REPLACE WITH CURB, GUTTER & SIDEWALK. SAWCUT EXISTING PAVEMENT.
- CONSTRUCT 6" DEDICATED FIRE WATER LINE W/4" REDUCED PRESSURE BACKFLOW ASSEMBLY PER G.W.D. STDS.
- CONSTRUCT 1" METERED WATER SERVICE & REDUCED PRESSURE DETECTOR ASSEMBLY PER G.W.D. STDS.
- CONSTRUCT 12" WIDE CURB CUT PER DETAIL THIS SHEET.
- REALIGN EXIST. 24" R.C.P. STORM DRAIN & CONSTRUCT NEW JUNCTION STRUCTURE.
- CONSTRUCT 24" P.C. CONC. CATCH BASIN W/PARKWAY GRATE.
- INSTALL FIRE HYDRANT PER G.W.D. STD. DET. NO. 3-01.
- EXISTING FIRE HYDRANT TO BE ABANDONED.
- INSTALL FIRE DEPARTMENT CONNECTION.
- INSTALL 8" P.V.C. WATER LINE.
- CONST. 5/8" METERED WATER SERVICE & REDUCED PRESSURE DETECTOR ASSEMBLY FOR IRRIGATION PER GWD STDS.
- EXISTING LOT LINE TO BE ADJUSTED.
- PROPOSED NEW LOT LINE.



CURB CUT DETAIL

NO SCALE

UTILITIES

- SANITARY SEWER: GOLETA WEST SANITARY DISTRICT (805)968-2617 MARK NATION
- WATER: GOLETA WATER DISTRICT (805)964-6761 DAVE IVERSON
- GAS DISTRIBUTION: SOUTHERN CALIFORNIA GAS COMPANY (805)681-7957 FRED PETTIT
- ELECTRICAL DISTRIBUTION: SOUTHERN CALIFORNIA EDISON CO. (800) 655-4555 DENISE PAPPARELLO
- TELEPHONE: VERIZON COMMUNICATIONS (805)963-1134 JACK COY
- CABLE TV: COX CABLE, SANTA BARBARA (805)883-7751 CHARLIE CAMPBELL



LEGEND

- EXIST. GTE CONDUIT
- EXIST. WATER LINE
- EXIST. GAS LINE
- EXIST. SEWER LINE
- PROPOSED WATER LINE
- EXIST. AC PAVEMENT
- ROAD C/L
- PROPERTY LINE
- EXISTING MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING SIGN
- EXISTING LIGHT STANDARD
- WATER VALVE

REFERENCES:
 DRAWING FILE: 0347PGBPSCHEMB.DWG
 DATA FILE:
 PROJECT: CIVIL ENGINEERING * LAND PLANNING * BRIDGE DESIGN
 PROJECT NAME: 1500 S. GLEN ANNIE ROAD, GLEN ANNIE, CA 95028
 XREF NAME(S):

NO. DATE REVISIONS APPD.

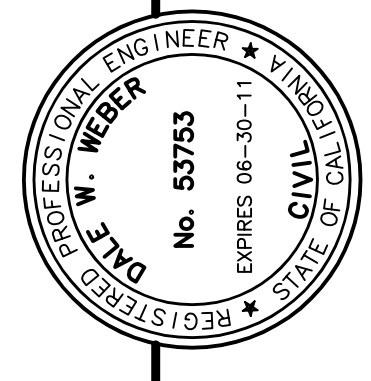
DATE SIGNED: _____ DATE: 06-18-10 FOR: _____ DATE: _____

PROJECT ENGINEER: DALE W. WEBER
 R.C.E. 53753 (EXP. 6-30-11)

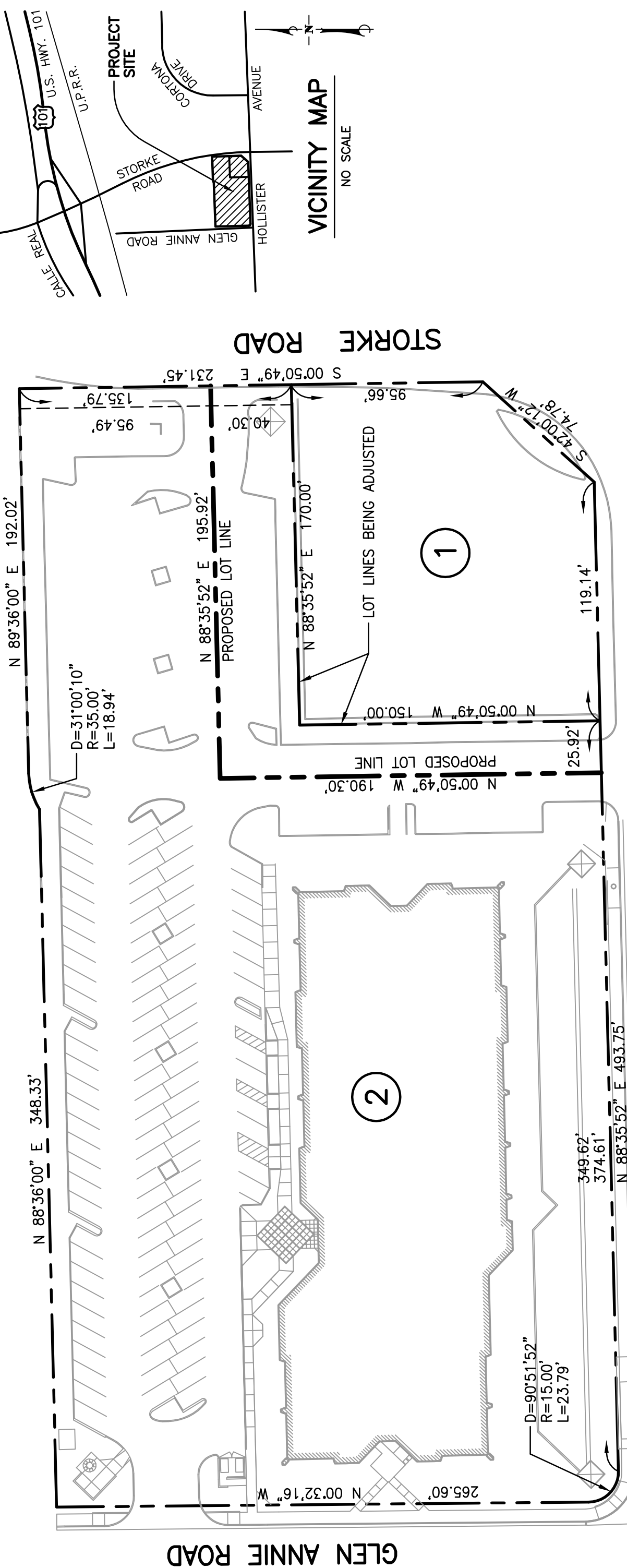
CITY OF GOLETA, CALIFORNIA
 REVIEWED BY: _____

SCHEME B
PRELIMINARY GRADING AND DRAINAGE PLAN
STORKE-HOLLISTER BUSINESS CENTER
6900 HOLLISTER AVENUE
 CITY OF GOLETA, CALIFORNIA

WORK ORDER: W.O. 0347
 SHEET: 1 OF 1
 FILE#: 1



MAC Design Associates
 CIVIL ENGINEERING * LAND PLANNING * BRIDGE DESIGN
 1500 S. GLEN ANNIE ROAD, GLEN ANNIE, CA 95028
 (805) 257-9100



NOTES:

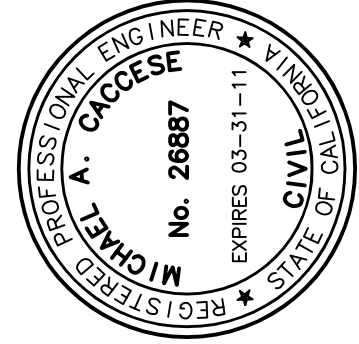
1. EXISTING SITE STATISTICS :

LOT NO.	A.P.N.	EXIST. GROSS AREA (S.F.)	EXIST. NET AREA (S.F.)
1	73-140-06	24,117	24,117
2	73-140-19	132,456	131,098
TOTAL		156,573	155,215

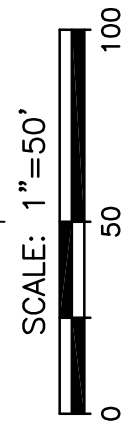
2. PROPOSED SITE STATISTICS :

LOT NO.	A.P.N.	PROPOSED GROSS AREA (S.F.)	PROPOSED NET AREA (S.F.)	% CHANGE OF LOT SIZE
1	73-140-06	35,899	35,496	149%
2	73-140-19	120,674	119,719	91%
TOTAL		156,573	155,215	

HOLLISTER AVENUE



DATE SIGNED _____
MAC Design Associates
 CIVIL ENGINEERING * LAND PLANNING * BRIDGE DESIGN
 1933 CLIFF DRIVE, SUITE 6, SANTA BARBARA, CALIF. 93109 (805) 957-4748



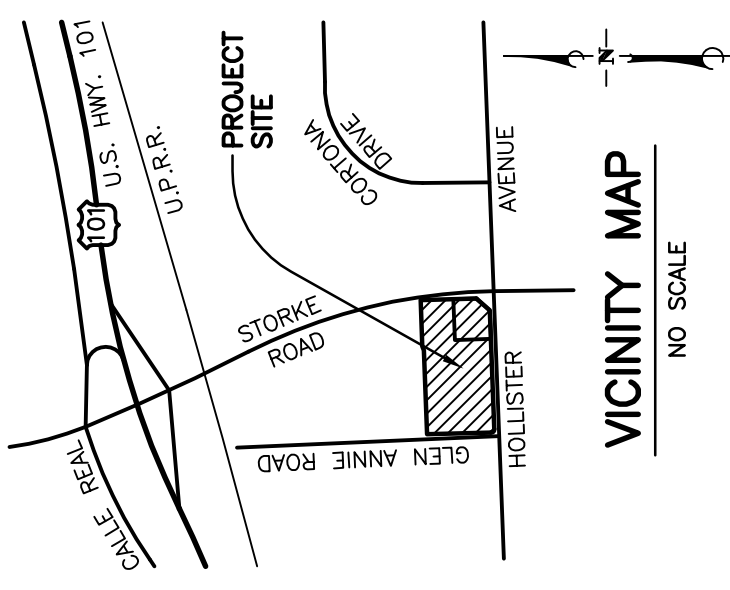
OWNER'S CERTIFICATE:

I HEREBY APPLY FOR APPROVAL OF THE DIVISION OF REAL PROPERTY SHOWN ON THIS MAP AND CERTIFY THAT I AM THE LEGAL OWNER OR THE AUTHORIZED AGENT OF THE LEGAL OWNER AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

MICHAEL TOWBES
 THE TOWBES GROUP
 21 E. VICTORIA STREET, STE. 200
 SANTA BARBARA, CA 93101
 (805) 962-2121

DATE _____

LOT LINE ADJUSTMENT
A.P.N. 73-140-06 & 73-140-19
 SCALE: 1"=50'
 JUNE 2010
 CITY OF GOLETA, CALIFORNIA



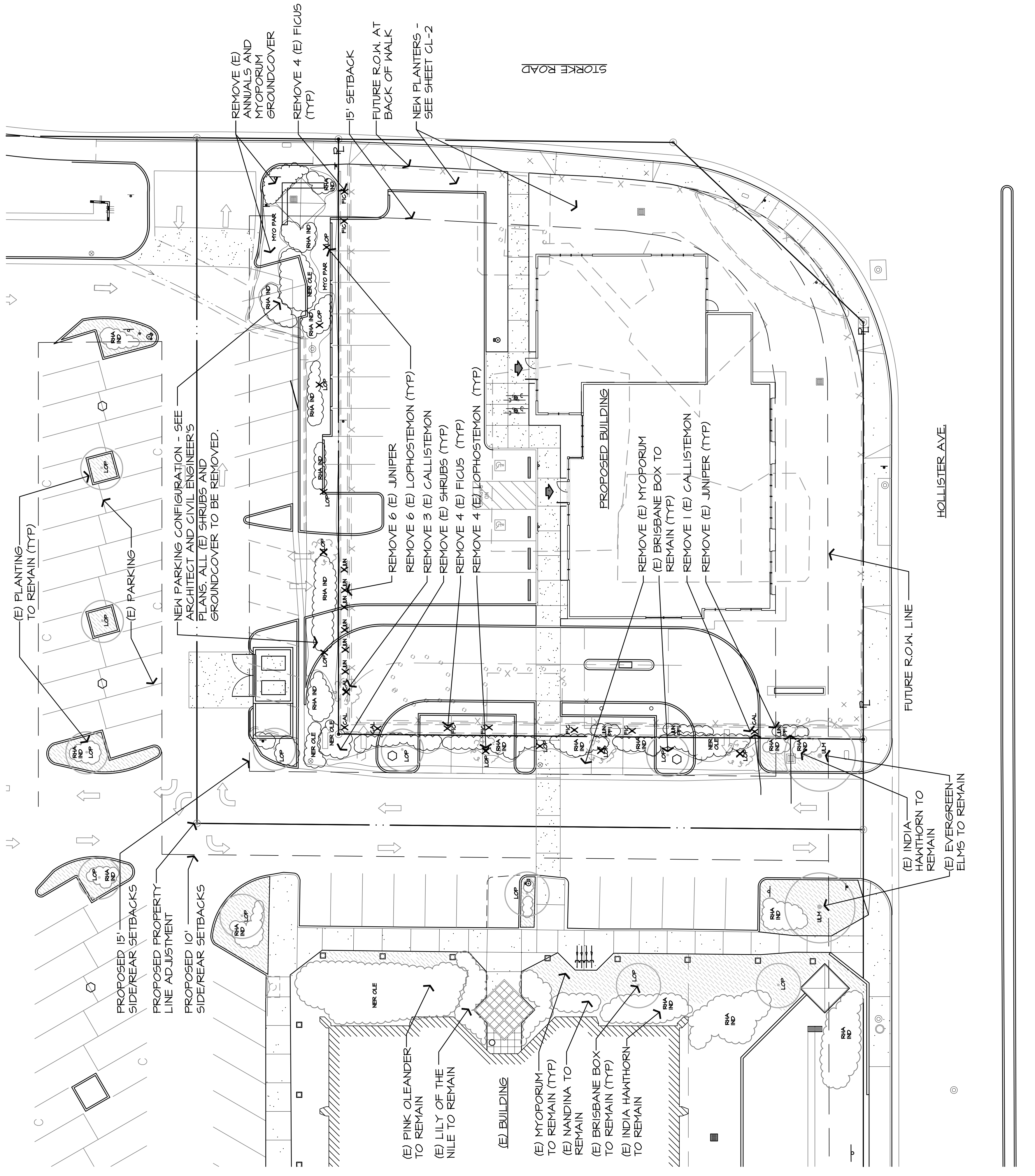
VICINITY MAP
 NO SCALE

EXISTING VEGETATION LEGEND

TREES SYMBOL	BOTANICAL NAME / COMMON NAME	QTY. TO BE REMOVED
CAL	CALLISTEMON VIMINALIS / KEEPING BOTTLEBRUSH	4
FIG	FICUS BENJAMINA / BENJAMIN FIG	6
JUN	JUNIPERUS C. TORULOSA / HOLLYWOOD TWISTED JUNIPER	6
LOP	LOPHOSTEMON CONFERTUS / BRISBANE BOX	10
ULM	ULMUS PARVIFOLIA / CHINESE EVERGREEN ELM	0

SHRUBS/GROUND COVER

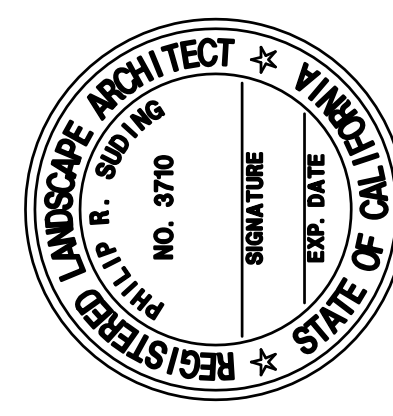
SYMBOL	BOTANICAL NAME / COMMON NAME
JUN PFI	JUNIPERUS X PFITZERANA / JUNIPER
MYO PAR	MYOPORUM PARVIFOLIUM / MYOPORUM
NER OLE	NERIUM OLEANDER / PETTIE PINK OLEANDER
RHA IND	RHAPHIOLEPIS INDICA 'BALLERINA'



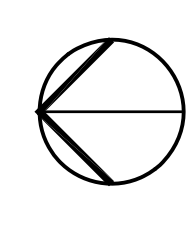
10 East Islay Street
 Santa Barbara, CA 93101
 Telephone (805) 687-9455
 Facsimile (805) 687-9433

Date
 10-15-08
 2-13-09
 9-9-09 single-story
 6-18-10 City - Parking
 7-20-10 City - Parking

Storke - Hollister Business Center - SCHEME B
 6900 Hollister Avenue - APN 073-140-006
 Goleta, California



Drawn By: KJT
 Sheet
 CL-1
 Of 3
 Job No. 0819



SCALE 1" = 16'-0"

SCHEME B CONCEPTUAL LANDSCAPE DEMOLITION PLAN

CONCEPT PLANT LEGEND

SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	QUANTITY
	LARGE CANOPY TREES <i>ULMUS PARVIFOLIA</i> / SERRIFOLIENS / CHINESE EVERGREEN ELM	24" BOX	4
	EVERGREEN PARKING LOT TREES <i>LOPHOSTEVOS CONFERTUS</i> / BRISBANE BOX	15 GAL & 24" BOX	11
	COLOSSAL ACCENT TREES <i>KOELREUTERIA BIPINNATA</i> / CHINESE FLAME TREE	15 GAL & 24" BOX	4
	PARKING LOT SCREENING FOUNDATION SHRUBS <i>METROSIDEROS KERRIADGENSIS</i> / TAHITI / DWARF POHUTUKANA <i>RHAPHIOLEPIS INDICA</i> / BALLERINA / BALLERINA INDIAN HAZEL <i>PITTOSPORIUM TOBIRA</i> / WHEELER'S DWARF / DWARF TOBIRA	5 GAL	202
	LARGE SHRUBS <i>NERIUM OLEANDER</i> / PETITE PINK OLEANDER	5 GAL	21
	ACCENT PLANTS <i>PHORMIUM</i> / CREAM DELIGHT / CREAM DELIGHT FLAX <i>MULLENBERGIA RIGENS</i> / PEER GRASS	1 OR 5 GAL	69
	SHADE ACCENT <i>DIANELLA DOMESTICA</i> / ROYAL PRINCESS / HEAVENLY BAMBOO <i>DIANELLA ENSIFOLIA</i> / UMBRELLA DRACAENA	1 OR 5 GAL	15
	VINE <i>FIGUS FUMILA MINIMA</i> / CREEPING FIG <i>PARTHENOCISSUS TRICUSPIDATA</i> / VEITCHII / BOSTON IVY	1 GAL	9
	ACCENT PLANTS <i>AGAPANTHUS AFRICANUS</i> / QUEEN ANNE LILY OF THE NILE <i>KNIPHOFIA</i> / ORANGE FLAME / RED HOT FOKERS	1 GAL	52 SF
	SHADE ACCENT PLANTS <i>CRASSULA OVATA</i> / TRICOLOR / VARIEGATED JADE PLANT	1 GAL	62 SF
	GROUNDCOVER <i>MYOPORIUM PARVIFOLIUM</i> / TRAILING MYOPORIUM <i>SENECIO</i> / MANDRAKUSAE / BLUE CHALK STICKS	1 GAL	48/4 SF
	BIOSWALE <i>CAREX</i> / PRAEGRACILIS / SLENDER GEORGE <i>CAREX TUMILICOLA</i> / BERKELEY GEORGE <i>DESCHAMPSIA</i> / CEPITOSA / TUFTED HAIR GRASS	1 GAL	100 SF

DESIGN INTENT

THE LANDSCAPE DESIGN SEEKS TO BLEND THE NEW DEVELOPMENT WITH THE EXISTING. A SIMILAR PLANT PALETTE CONSISTING OF DROUGHT-TOLERANT PLANTS IS PROPOSED SO THAT EXISTING AND NEW PLANTINGS CREATE A SEAMLESS LANDSCAPE DESIGN. THE PLAN PROPOSES TO RETAIN AS MANY EXISTING TREES AS POSSIBLE. COLORFUL ACCENT TREES HIGHLIGHT THE ARCHITECTURE OF THE PROPOSED BUILDING. INFORMAL GROUPINGS OF FLOWERING SHRUBS SCREEN PARKING AREAS AND ADD INTEREST. PARKING LOT STORMWATER DRAINS INTO LANDSCAPED BIOSWALES TO FILTER RUNOFF. RECYCLED WATER AND EFFICIENT DRIP SYSTEMS WILL IRRIGATE THE SALT-TOLERANT PLANTINGS.

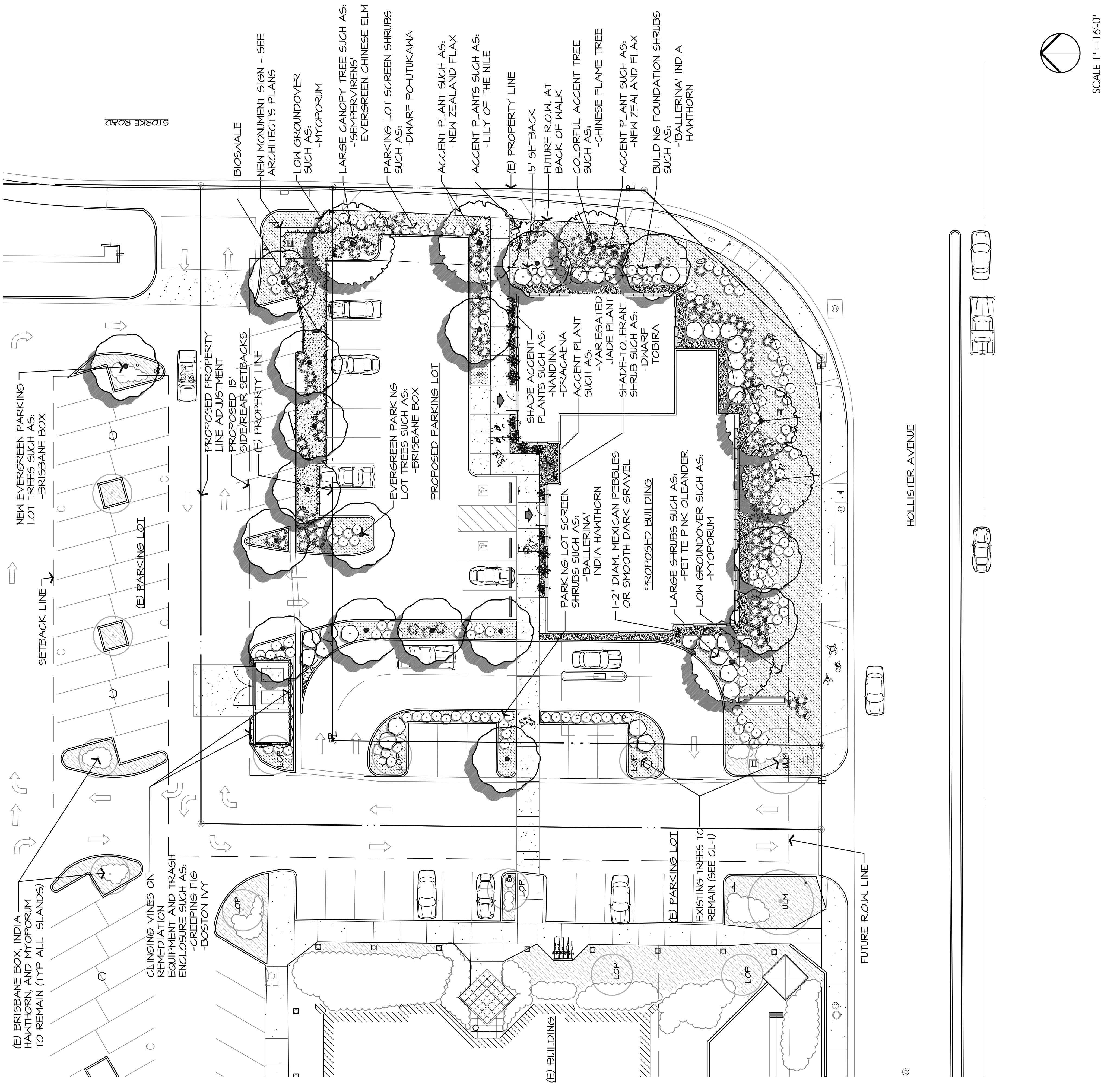
ADJACENT LANDSCAPE PHOTOS



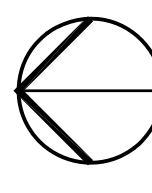
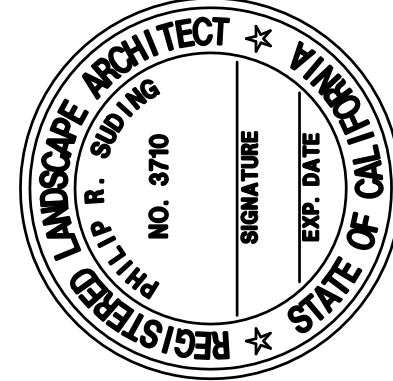
6450 HOLLISTER AVENUE LOOKING NORTH WEST



6450 HOLLISTER AVENUE LOOKING WEST



Storke - Hollister Business Center - SCHEME B
6900 Hollister Avenue - APN 073-140-006
Goleta, California



SCALE 1" = 16'-0"

Final Mitigated Negative Declaration
Montecito Bank and Trust Building
08-196-GPA, -RZ, -DP, -LLA, -CUP; 10-026-DPAM
December 2010

ATTACHMENT B
Draft MND Comment Letters



**Santa Barbara County
Air Pollution Control District**

October 1, 2010

Shine Ling
City of Goleta Planning & Environmental Services
130 Cremona Drive, Suite B
Goleta, CA 93117

RECEIVED

OCT 01 2010

City of Goleta
Planning & Environmental Svcs.

**Re: APCD Comments on Montecito Bank and Trust Building
08-196-GPA, -RZ, -DP, -LLA, -CUP, -MND**

Dear Mr. Ling:

The Air Pollution Control District (APCD) has reviewed the referenced case, which consists of construction of a new 1-story, 6,018-square foot office building. Two drive-up teller stations are proposed as part of its operation. Parking and driveway access would be shared with the property to the north and east (the Storke-Hollister Research Center). Grading for the project consists of 320 cubic yards of cut and 380 cubic yards of fill. The subject property, a 0.5-acre parcel zoned Intersection Commercial and identified in the Assessor Parcel Map Book as APN 073-140-006, is located at 6900 Hollister Avenue in the city of Goleta.

Air Pollution Control District staff offers the following comments on the Initial Study:

Thresholds of Significance – Criteria Pollutants, Page 17: APCD's *Scope and Content* document contains the APCD Board-adopted criteria for evaluating the significance of adverse air quality impacts for APCD projects. APCD recommends that the City of Goleta use these, or more stringent, thresholds to determine significance of air quality impacts. In addition to the 25 lb/day threshold for NO_x and ROC for motor vehicle trips identified in the initial study, APCD also applies a threshold of 240 lb/day for ROCs and NO_x and 80 lb/day for PM₁₀.

Recommended Mitigation Measures, Page 20: Please update the diesel engine mitigation measures with the attached Diesel Particulate and NO_x Emission Measures. These measures are identified as "recommended" but also include "plan requirements and timing." Please clarify whether these measures are required or recommended. Also, please note that the diesel vehicle idling limitations outlined in item #4 on Page 21 are required by Title 13, § 2485 of the California Code of Regulations and should not be characterized as optional or recommended mitigations.

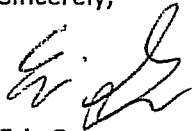
Greenhouse Gas Emission – Project Significance, Page 37: The first sentence of this section compares the project-specific greenhouse gas emissions to the cumulative greenhouse emissions of the State. A number of state and regional agencies have been working to develop various approaches to determine 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.

Air Pollution Control District staff offers the following suggested permit conditions:

1. 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 <http://www.sbcapcd.org/rules/download/rule345.pdf>.
2. 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.
3. 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.
4. At a minimum, prior to occupancy each building should reduce emissions of greenhouse gases by:
 - Increasing energy efficiency beyond Title 24 requirements;
 - Encouraging the use of transit, bicycling and walking by the occupants;
 - Increasing recycling goals (e.g., separate waste and recycling receptacles); and
 - Increasing landscaping (shade trees decrease energy requirements and also provide carbon storage.)
5. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8893 or via email at edg@sbcapcd.org.

Sincerely,



Eric Gage,
Air Quality Specialist
Technology and Environmental Assessment Division

Attachment: Diesel Particulate and NO_x Emission Measures

cc: Project File
TEA Chron File



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.

Shine Ling
City Of Goleta
Planning and Environmental Services Dept.
130 Cremona Drive, Suite B
Goleta, CA 93117

October 11, 2010

RECEIVED

OCT 12 2010

City of Goleta
Planning & Environmental Svcs.

Shine,

These are my comments on the Montecito Bank and Trust Project Draft Mitigated Negative Declaration.

Mitigation 6. on page 11, should require the irrigation system to use reclaimed water. Reclaimed water is available through a pipeline, in front of the project, on Hollister.

The air quality and greenhouse gas emissions from the two drive-up windows are significant and the drive-up windows are not necessary for the bank. The GHG emission from cars idling will be a significant contribution since older high emission vehicles will be using the drive-up.

On page 39, item c) states that male and female shower facilities should be provided but there are none shown on the floor plan.

On page 67, item h) mentions that there is no bike parking area and should add and no showers.

There is no discussion of traffic circulation on the site. The drive-up banking traffic re-entering the Hollister driveway so close to Hollister creates a hazard for cars just entering the driveway. A better circulation pattern would be to have the cars enter the drive-up banking lanes near Hollister and exit at the rear of the parcel.

The project parking lot is rather confined with poor circulation. The entire site should be redesigned without the drive-up banking.

If drive-up banking is retained, there should be better landscape screening along Hollister.

The figures of water supply demand should be more recent than the 2007 ones. The required mitigation on page 71 and 72 should include the use of reclaimed water for landscaping irrigation.

Barbara Massey
7912 Winchester Circle
Goleta, CA 93117
685-5968