



**VILLAGE at LOS CARNEROS PROJECT  
SCOPING DOCUMENT  
Case 10-043-GPA, -RZ, -OA, -VTM, -DP  
November 1, 2011**

**1.0 PROJECT DESCRIPTION**

**Project Location**

The Village at Los Carneros project site includes 43.13 acres comprised of five lots of record (Lots 2, 4, 5, 6, and 7 of TM 14,500) in the City of Goleta, south of US Highway 101, east of Tecolotito Creek, and west of Los Carneros Road (see Figure 1, Project Location Map).

**Figure 1  
Project Location Map**



## Land Use and Zoning Designations

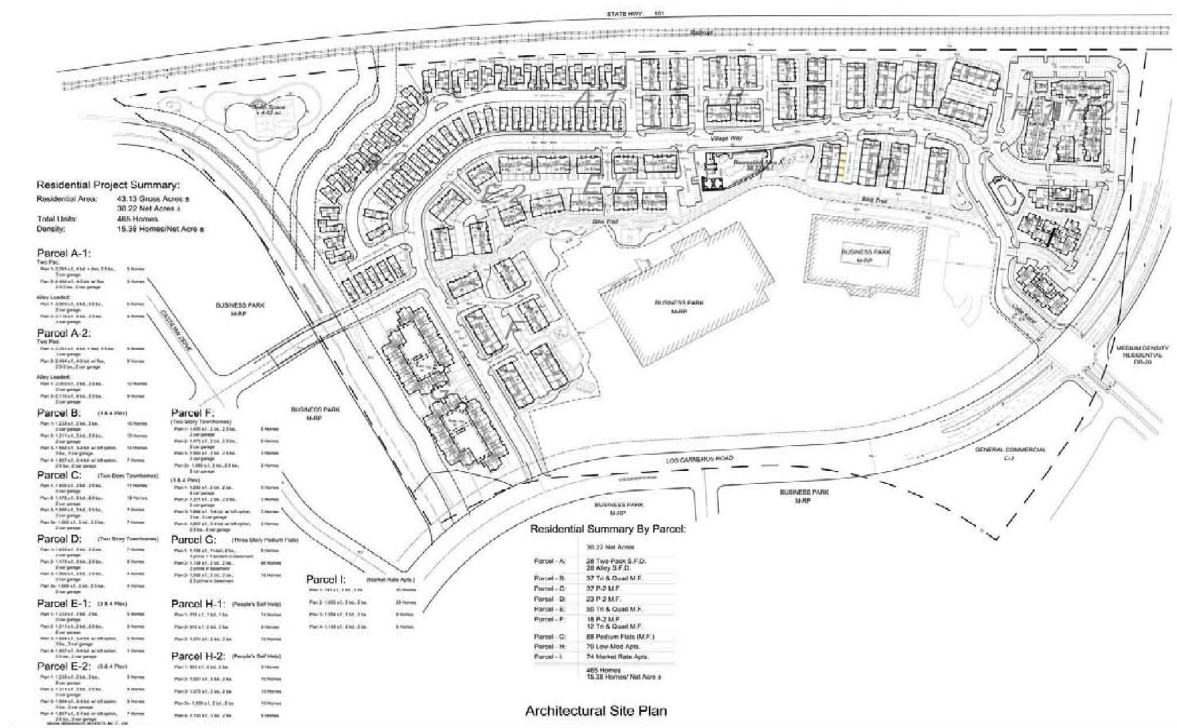
**Lots 2 and 5.** The General Plan/Coastal Land Use Plan (GP/CLUP) land use designation for Lots 2 and 5 is Medium Density Residential (R-MD) and the zoning designation is PRD-275 (Planned Residential Development – 275 units).

**Lots 4, 6, and 7.** The GP/CLUP land use designation for Lots 4, 6, and 7 is Medium Density Residential (R-MD). These properties are Central Hollister Affordable Housing Opportunity sites and include an Affordable Housing Opportunity (AHO) Overlay. The zoning designation is DR-20 (Design Residential, 20 units/acre).

## Project Development

The project includes 465 residential units, recreational facilities, access, circulation, parking, landscaping, lighting, and drainage improvements, as shown in Figure 2 and described below.

**Figure 2  
 Development Plan**



Los Carneros  
 Goleta, California  
 Comstock Homes



## **Residential Development**

The project includes 465 residential units as follows:

- 56 two-story single family dwellings (SFDs) in either an “Alley” or Two-Pack configuration
- 177 two-story multi-family dwellings (MFDs) in either three-plex, four-plex, or six-plex configurations
- 88 condo units within two, three-story buildings
- 70 price restricted rental apartments contained within four, three-story buildings that would be constructed and operated by People’s Self Help Housing (PSHH)
- 74 market-rate rental apartments contained within three buildings

## **Supporting Amenities**

Supporting amenities include the following:

- An approximately one (1) acre recreation center located in a central location to the project with a 1,583 square-foot “pool building,” pool, spa, and turf play area
- A 20-foot wide public bicycle path linking the Calle Koral/Los Carneros Road intersection with Cortona Drive via a bridge across Tecolotito Creek
- An ≈6,000 square-foot recreation area in the center of the PSHH apartment complex
- An ≈13,000 square-foot recreation area/pool for the market-rate apartment complex
- Two pocket parks of approximately 7,000+ square-feet
- Four open space areas to protect public/private views ranging in size from approximately 7,800 square-feet to 28,000 square-feet
- A 4.82 acre “Neighborhood Park” in the northwest corner of Lot 7 that would be open to the public

## **Access, Circulation, and Parking**

Access to the site would be provided via an internal roadway system consisting of a main road (Village Way) connecting a new four-way intersection at Calle Koral/Los Carneros Road and Cortona Drive via a bridge across Tecolotito Creek, an extension of Village Way to the east and south providing right-in/right-out only access directly to Los Carneros Road, and a system of secondary roadways providing access to individual residential units. The primary access road through the site would range in width from 30 feet to 46 feet with a minimum, unobstructed travelway width of 30-feet in all locations. The secondary roads would maintain a minimum unobstructed width ranging from 24 to 32 feet. Sidewalks are included on both sides of Village Way and all roads within the project would have curb/gutters to convey stormwater runoff into the project’s drainage system.

Parking for the SFDs and all three-plex, four-plex, and six-plex MFDs would be provided by two-car garages provided for each unit. Parking for the apartment complexes would be provided by surface parking lots around these buildings based at a ratio two-spaces/unit. Parking for the condos would be provided in subterranean parking garages

underneath each of the two, three-story podium building at a ratio 2.1 space/unit basis. In addition, 171 on-street parking spaces as well as a 19 space parking lot located at the recreation center would be provided for a total of 1,409 spaces or an overall parking ratio of three (3) spaces/unit.

### **Landscaping and Lighting**

Landscaping and trees would be planted along all roadways and throughout the MFDs, apartment units, and condos. All pocket parks, open space areas, the main and secondary recreation centers, and the "Neighborhood Park" would also be provided. In addition, the project includes a riparian planting plan for the proposed 50-foot Stream Protection Area (SPA) along the eastern side of Tecolotito Creek. Street lighting would be hooded and directed downward per City standards.

### **Drainage Facilities**

Drainage would be conveyed to Tecolotito Creek via two underground detention basins and a system of bioswales and drainageways. The project would include curbs/gutters, permeable paving, some permeable sidewalks, catch basins with fossil-fuel filtration, and bioswales.

### **Utilities**

Water would be provided by the Goleta Water District (GWD) and wastewater collection by the Goleta West Sanitary District (GWSD). Other utilities available to the project site include electricity, gas, telephone, and cable.

### **Requested Approvals**

The project includes the following requested approvals from the City of Goleta:

- Amendment to General Plan/Coastal Land Use Plan (GP/CLUP) Housing Element Policy HE 11.6 and Technical Appendix Figure 10A-2 to remove the Affordable Housing Opportunity (AHO) overlay from Lots 4, 6, and 7 of the project site (10-043-GPA)
- Rezone of the entirety of the project site from PRD, 275 units (Lots 2 and 5) and DR-20 (Lots 4, 6, and 7) to PRD, 465 units (10-043-RZN)
- Vesting Tract Map for condominium purposes to create the lots for the SFDs and well as the lots to be condominiumized for the MFDs, apartments, and condominium units (10-043-VTM)
- Development Plan for the 465 unit development (10-043-DP)
- An ordinance amendment and new Development Agreement between the City of Goleta and CHA McKinley Goleta LLC to replace an existing Development Agreement between the City of Goleta and Rockber Partners, LLC (10-043-OA)

The project would also require approvals from other agencies, as follows:

- Section 404 Permit from the US Army Corps of Engineers

- Section 1603 Agreement from the California Department of Fish and Game

### **CEQA Review of the General Plan Amendment**

The requested general plan amendment (10-043-GPA) to remove the AHO overlay from Lots 4, 6, and 7 allows for a different distribution of affordable units than would occur if the AHO overlay were implemented. The amendment would therefore result in little or no physical changes associated with future development over that which would occur under the AHO and will be addressed in an addendum to the City of Goleta General Plan/Coastal Land Use Plan (General Plan) Final EIR (SCH #2005031151).

### **CEQA Review of the Development Agreement**

The requested Development Agreement does not require or obligate the permittee or City to pursue any physical changes to the environment and, therefore, has no potential to cause environmental impacts.

### **Environmental Setting**

#### *Surrounding Land Uses*

The project site is currently undeveloped and has previously been cleared and graded. It is surrounded by the Union Pacific Railroad (UPRR) and US Highway 101 to the north, Los Carneros Road to the east, Tecolotito Creek to the west, and business park buildings to the south.

#### *Topography and Soils*

The project site is located on the coastal plain of the Goleta Valley. The topography of the project area prior to grading was a generally south-southeast sloping surface draining to Goleta Slough and locally on the western side of the property toward Tecolotito Creek. Elevations across the property range from approximately 58 feet above mean sea level (amsl) at the northeast corner of Lot 4, on the slope adjacent to Los Carneros Road, to about 20 feet amsl at the southeast corner of Lot 6 before the property slopes sharply to the flow-line of Tecolotito Creek at approximately 9 feet amsl.

Soils onsite consist primarily of xerorthents, which typically are mechanically manipulated (cut and/or filled). Xerorthents are considered well drained, of varied depth and may contain concrete spoil, rock, asphalt spoil, or other fill material. Permeability, erosion potential, runoff, effective rooting depth, and water capacity are considered highly variable. Typical use of these soils is for urban development.

#### *Fauna, Flora and Surface Water Bodies*

Existing vegetation communities onsite include Annual Grassland/Ruderal (non-native), California Sagebrush Scrub (native) along the slope of the railroad right-of-way in the northeast quadrant of the project site, Coyote Brush Scrub (native) along a linear strip paralleling the riparian area of Tecolotito Creek, Coastal Freshwater Marsh (native) present within Tecolotito Creek, Southern Arroyo Willow Riparian Forest (native) also present within Tecolotito Creek, two Coast Live Oak trees on the east side of Tecolotito Creek in an area dominated by coyote brush, and a windrow of mature Eucalyptus trees along the north embankment bordering the Southern Pacific Railroad right-of-way. There are also isolated individual eucalyptus trees along the western boundary of the

project site.

A moderate spectrum of wildlife species are expected to occur onsite regularly, seasonally, or periodically. These include invertebrates, fishes, amphibians and reptiles, birds, and mammals.

#### *Cultural Resources*

Previous archaeological studies have identified 33 archaeological sites within one mile of the project site. The majority of the identified archaeological sites in the project vicinity are limited activity sites, although there are some habitation and burial sites designated as historic resources. There are no known archaeological resources at the project site, although the site is considered highly sensitive for prehistorical archaeological resources due to the known sensitivity of the project area.

There are no other known historic resources in the project area or on the project site (e.g., objects, structures, or buildings).

## **2.0 ALTERNATIVES**

CEQA requires that an EIR explore alternatives that are designed to reduce or eliminate the significant impacts of the project. These alternatives will be more specifically defined upon completion of the project impact analysis. At this point, the following alternatives are anticipated:

- No Project Alternative: Buildout Under Existing Entitlements (Village at Los Carneros Phase I approved by the City in February of 2008). This alternative will provide a comparison of the potential impacts of the current project to the already entitled Village at Los Carneros Phase I project that included 275 MFDs on 16.11 acres comprised of Lots 2 and 5 of TM 14,500.
- Reduced Scale Alternative: A similar project with a smaller project footprint will be evaluated that includes a SPA along Tecolotito Creek of 100-feet pursuant to GP/CLUP Conservation Element Policy CE 2.2. This alternative analysis shall determine the extent to which impacts would be lessened by reducing the project footprint and increasing the SPA to 100-feet.
- Reduced Unit Alternative: A similar project that retains the same project footprint but replaces the two, 2-story, 44 units/structure podium buildings (88 units total) on Lot 6 of TM 14,500 with 39 multi-family townhome dwellings for a total unit count of 416 units instead of the current 465 unit project.
- Alternative Location: If an appropriate alternative location exists within the City, the EIR will provide a qualitative comparison of the impacts of locating the residences on such a site.

In accordance with CEQA, an environmentally superior alternative will be identified from the alternatives evaluated. If the No Project Alternative is found to be superior, the EIR will identify a superior alternative among the remaining alternatives.

### **3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The EIR will include an analysis of the following environmental issues:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services and Facilities
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

#### **3.1 Aesthetics**

##### *Existing Setting*

The project site lies atop a broad gentle slope that descends from north to south across the coastal plain between Los Carneros Creek and an un-named tributary to Tecolotito Creek. The prevailing terrain of the site diminishes to the south in slope to nearly level terrain bordering the Goleta Slough. Onsite relief within the project site ranges up to 30 feet. Prior grading of the site has reduced the range in relief and has leveled much of the eastern portion of the property and has left broad low soil storage mounds on an altered surface comprising approximately half of Lot 5.

##### *Project Impacts*

The site is situated in close proximity to prominent local roads, railroad tracks that carry passenger and freight trains, and a heavily traveled freeway within a recognized scenic transportation corridor through Santa Barbara County. The transportation features also allow more distant public views of scenic mountains and shorelines. Projects within a scenic corridor have the potential to negatively impact aesthetic resources on-site or in the immediate vicinity and may also interfere with sensitive public views of more distant recognized scenic features such as views across the coastal plain in this location. In addition, the project site lies immediately to the west and below the Los Carneros/US Highway 101 overcrossing which is designated as a 360<sup>o</sup> scenic view to be protected per the City's General Plan/Coastal Land Use Plan (GP/CLUP). The proximity of future development to the railroad/US Highway 101 transportation corridor and the Los Carneros/US Highway 101 overcrossing may create the potential for the project to result in significant impacts on visual resources.

Currently, the visual character of the site is of an open, undeveloped field as seen from both the Los Carneros overcrossing of US Highway 101 and the neighboring transportation corridor. In addition, public views of the Tecolotito Creek riparian corridor and the property itself are available from Los Carneros Road between Cremona Drive

and the bridge across Tecolotito Creek. The development of 465 residential units in this area could significantly change the visual character of the project site from its current open, undeveloped state to that of relatively dense urban development.

The project would result new exterior lighting in an undeveloped area. Lighting would occur in association with residential buildings, community facilities, internal streets, walkways, and common areas. This lighting could result in unwanted and significant levels of light and glare as experienced from nearby uses and from public thoroughfares.

EIR Scope-of-Work:

1. Provide a description of existing aesthetic conditions. This task shall include conducting one or more site visits as necessary to photo-document the existing setting, and public views of and through the site from surrounding public viewing areas such as the Los Carneros overcrossing of US Highway 101, the railroad/highway transportation corridor, and views from Los Carneros Road between Cremona Drive and the bridge across Tecolotito Creek.
2. Identify the regulatory framework for aesthetics, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project aesthetic impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's *Environmental Thresholds and Guidelines Manual* (Thresholds Manual).
4. Utilize the photo-documentation used to establish the environmental baseline to prepare visual simulations of the project. Visual simulations of the project shall focus on views from public viewing areas such as the Los Carneros overcrossing of US Highway 101, the railroad/highway transportation corridor, and views from Los Carneros Road between Cremona Drive and the bridge across Tecolotito Creek.
5. Describe the changes to views of and through the site in the post-project scenario and assess in detail the significance of those changes to existing views of scenic resources, especially to views from the Los Carneros overcrossing of US Highway 101, the railroad/highway transportation corridor, and views from Los Carneros Road between Cremona Drive and the bridge across Tecolotito Creek.
6. Describe in detail the project's contribution to cumulative visual/aesthetic impacts. The discussion of cumulative impacts should include the visual/aesthetic impact of project development, taking into account existing and proposed development along the east side of Los Carneros and its overcrossing of the railroad/highway transportation corridor as well as in the context of other large, currently undeveloped parcels along scenic view corridors (e.g. Bishop Ranch and the Shelby Trust properties).
7. Identify appropriate mitigation measures.
8. Provide residual impact statement.

### **3.2 Air Quality**

*Existing Setting*

The climate in and around, the City, 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.

Federal and State ambient air quality standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors."

As of 2008, Santa Barbara County is designated as a Federal ozone attainment area for the 8-hour ozone standard (the 1-hour Federal standard was revoked for Santa Barbara County). A new California 8-hour ozone standard was implemented in May of 2006. This standard has been exceeded by air quality conditions in the County and the State standard for particulate matter, 10-microns ( $PM_{10}$ ) continues to be exceeded. Santa Barbara County is therefore a non-attainment area for the State standards for ozone and  $PM_{10}$ . The County is in attainment for the Federal  $PM_{2.5}$  standard and unclassified for the State  $PM_{2.5}$  standard (based on monitored data from 2006-2008), and is designated as in attainment or unclassified for other State standards and for all Federal clean air standards.

#### *Project Short-Term Construction Impacts*

Quantitative thresholds of significance are not currently in place for short-term construction emissions. However, short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading must be discussed. In the interest of public disclosure, the APCD recommends that construction related nitrous oxides ( $NO_x$ ), reactive organic compounds (ROCs),  $PM_{10}$ , and  $PM_{2.5}$  emissions from diesel and gasoline powered equipment, paving, and other activities be quantified. The APCD uses 25 tons/year of  $NO_x$  and ROCs as a guideline for determining the significance of construction impacts on air quality. Preliminary earthwork quantities are estimated at 75,000 cubic yards of cut and 63,000 cubic yards of fill. Although the project would be phased, the cumulative grading and construction period is estimated to be 36 months based on 300 days of grading and construction/year. As a result, construction grading generated  $PM_{10}/PM_{2.5}$  dust for a project of this size based on modeling using the latest URBEMIS air quality modeling software is preliminarily estimated to be 50 tons/year, ROCs are preliminarily estimated at 100 tons/year, and  $NO_x$  is estimated at 15 tons/year.

Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California.  $PM_{10}/PM_{2.5}$  exhaust emissions for heavy equipment involved in project construction using the latest URBEMIS air quality modeling software are preliminarily estimated at 1.7 tons/year.

Construction of the internal private street system would require application of aggregate concrete (AC aka asphalt) that could create objectionable odors for the neighboring business park residential to the south and west.

*Project Long-term Operational Impacts*

The project's long-term, daily operational emissions (emissions from landscaping, heating, solvents, paints, etc) for the 465 residential units that would be constructed on the project site, as well as vehicular emissions of ROCs and NO<sub>x</sub> generated by those residences and maintenance of the supporting amenities, are preliminarily estimated at 57 and 40.5 lbs/day respectively using the latest URBEMIS air quality modeling software. Given the City's adopted threshold of 25 lbs/day of new ROCs and NO<sub>x</sub> emissions, project specific long-term emissions of these criteria pollutants, as well as project contributions to cumulative emissions of such pollutants, are considered potentially significant.

*Proximity to US Highway 101/Southern Pacific Railroad Tracks*

The Southern Pacific Railroad tracks and U.S. Highway 101 are located immediately to the north of the project site. These transportation corridors are a significant source of diesel particulate emissions (PM<sub>10</sub> and PM<sub>2.5</sub>). Recent studies have indicated that significant health effects may occur as a result of exposure to such fine particulate emissions, particularly for children that live less than 500' from transportation corridors carrying as few as 41,000 average daily trips. The Santa Barbara County Association of Governments (SBCAG) estimated that in 2006 U.S. Highway 101 carried 68,500 ADTs at the Glen Annie interchange. As fine particulate diesel emissions are classified by the State as carcinogenic (APCD, 2008), and traffic volumes along the Highway 101 corridor adjacent the project site are at levels deemed to be of concern for sensitive receptors by various agencies including the APCD, such particulate emissions may pose a potentially significant health risk for sensitive receptors.

EIR Scope-of-Work

1. Provide a description of existing air quality conditions. The APCD has posted the most up-to-date attainment status for the County on the APCD website [www.sbcapcd.org/sbc/attainment.htm](http://www.sbcapcd.org/sbc/attainment.htm) and the most recent Clean Air Plan is available at [www.sbcapcd.org/cap.htm](http://www.sbcapcd.org/cap.htm).
2. Identify the regulatory framework for air quality, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project air quality impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
4. Provide short-term construction emissions calculations for criteria pollutants using the most recent CalEEMod air quality modeling software, or other appropriate model.
5. Provide long-term operational emissions calculations for criteria pollutants using the most recent CalEEMod air quality modeling software, or other appropriate model.
6. Identify and discuss the project's contribution to cumulative air quality impacts, both for short-term construction and long-term operations.
7. Conduct an independent screening level impact analysis using the EPA SCREEN3 computer model (or other appropriate model) in its area source configuration with

synthetic (worst-case) meteorology that includes freeway and train track diesel exhaust emissions. If the screening test comes back as acceptable, it would not be necessary to proceed further, because SCREEN3 is conservative (over-predictive). If the test does not demonstrate impact insignificance, it would be necessary to proceed with a more sophisticated computer dispersion model called ISC3. The steps leading up to the dispersion analysis, and the translation of the predicted off-site diesel particulate concentration to a health risk are almost the same in each case. The scope of work for this analysis is as follows:

- Determine the number of truck and/or train trips per day;
  - Assign emission factors for truck and train engines for future years;
  - Estimate dispersion of diesel particulates using SCREEN3;
  - Multiply the annual average diesel particulate concentration by the CAPCOA individual risk factor of 300 per million per microgram per cubic meter; and
  - Run ISC3 if the screening risk from area and stationary sources, plus the mobile source contribution, is greater than ten in one-million.
8. Provide an analysis of the existing data and research from regulatory government agencies and reputable research organizations or industry groups (such as studies of potential chlorine release and exposure) to assess the potential risk to project residents posed by a possible highway or railroad accident that results in a spill or release of toxic airborne hazards. The research cited will be that most applicable to the site and the transit system in question. Site-specific modeling will not be included, but the available information and government approaches will be applied to the project site. The analysis will identify the possible sources of risk and proximity of the travel ways in question and identify current emergency plans or procedures associated with these.
  9. Provide an analysis of potential impacts on future residents from the adjacent business/manufacturing park.
  10. Identify appropriate mitigation measures.
  11. Provide residual impact statement.

### **3.3 Biological Resources**

#### *Existing Setting*

Tecolotito Creek and its riparian corridor traverses the project site in a north to south direction along the property's western side. Based on past investigations the creek is considered jurisdictional wetlands pursuant to Section 404 of the Federal Clean Water Act. In addition, there are two drainage tributaries to Tecolotito Creek onsite, one carrying runoff from the freeway and railroad tracks in a northeast to southwest direction and the other constructed as part of the Campus Point Business Park development and flowing from the east to the west. Prior onsite investigations have found areas that meet both City and California Department of Fish and Game criteria for being considered wetlands.

Monarch butterflies are expected to use the site but probably not overwintering due to general lack of sufficient groves of Eucalyptus, pine or cypress trees (*The Village at Los Carneros Phase I EIR*, November, 2007, SCH #2005101137). Killifish (*Fundulus parvipennis*) and mosquitofish (*Gambusia affinis*) are expected to occur in Tecolotito

Creek (*The Village at Los Carneros Phase I EIR*, November, 2007). Prior investigations ranked Tecolotito Creek at “the lowest rank score possible for steelhead habitat quality.” As such the Federally listed Endangered southern steelhead (*Oncorhynchus mykiss irideus*) is not expected to occur in Tecolotito Creek, even though there are no major physical barriers to steelhead migration downstream of the project site (Stoecker, *Conception Coast Project Steelhead Assessment and Recovery Opportunities in Southern Santa Barbara County, California*, 2002). Although the Federally listed Endangered tidewater goby is not expected to occur onsite due to the fact that they typically inhabit brackish water, the confluence of the creek and Goleta Slough is immediately downstream of the project site and this species has been found to utilize lower stream reaches above coastal lagoons, as much as 2.5 miles upstream in the case of nearby Tecolote Canyon, and lesser distances in Devereaux Slough and Winchester Canyon (*The Village at Los Carneros Phase I EIR*, November, 2007). Therefore, the potential for their presence in Tecolotito Creek cannot be discounted.. Several species of amphibians are reasonably anticipated to use the site including the California [western] toad (*Bufo boreas halophilus*) expected to breed in the aquatic reaches of Tecolotito Creek and California treefrog (*Hyla cadaverina*) as well as the arboreal (*Aneides lugubris*) and blackbelly slender salamander (*Batrachoseps nigriventris*) could possibly be found in the riparian areas and areas of coastal scrub (*The Village at Los Carneros Phase I EIR*, November, 2007). Reptiles that may use the site include the California side-blotched lizard (*Uta stansburiana elegans*), California alligator lizard (*Elgaria m. multicarinata*), and western skink (*Eumeces s. skiltonianus*) (*The Village at Los Carneros Phase I EIR*, November, 2007). Snakes with potential to occur onsite include San Diego gopher snake (*Pituophis catenifer annectens*), common kingsnake (*Lampropeltis getula californiae*), western terrestrial garter snake (*Thamnophis elegans*), California striped racer (*Masticophis l. lateralis*), Southern Pacific rattlesnake (*Crotalus viridis helleri*), red coachwhip (*Masticophis flagellum piceus*), western racer (*Coluber mormon*) California mountain kingsnake (*Lampropeltis zonata*), California red-sided garter snake (*Thamnophis sirtalis infernalis*), and two-striped garter snake (*Thamnophis hammondi*) (*The Village at Los Carneros Phase I EIR*, November, 2007).

Birds are the most diverse wildlife at the project site. Turkey vulture, red-tailed hawk, American crow, and gulls are commonly observed circling in the skies above (Watershed environmental, *Biological Assessment and Wetland Delineation, Village at Los Carneros Project Phase II*, July 31, 2008). American kestrels have been observed perched in Eucalyptus trees along the northern border. Loggerhead shrike perches on power lines along the north edge as well have been observed onsite as well. Violet-green swallow and white-throated swift have been frequently observed overhead, and sometimes perched on power lines. Anna’s hummingbirds are relatively common. Mourning dove, rock dove, killdeer, American pipit, and western meadowlark have often been seen on the bare ground, or heard. Other vociferous species heard and seen were northern mockingbird, American crow, western scrub-jay, and northern flicker. Insect foraging songbirds are prevalent, and those observed include bushtit, common yellowthroat, oak titmouse, yellow-rumped warbler, Wilson’s warbler, black phoebe, Say’s phoebe, Cassin’s kingbird, western bluebird, and Bewick’s wren. A rock wren was observed, apparently a resident at the site. Sparrows and sparrow-like birds are among the most abundant species, including song sparrow, savanna sparrow, lark sparrow, golden-crowned sparrow, white-crowned sparrow, dark-eyed junco, California towhee, house finch, and lesser goldfinch (Watershed Environmental, July 31, 2008).

Mammal species expected to occur in the project vicinity including the project site include Virginia opossum (*Didelphis virginianus*), broad-footed mole (*Scapanus latimanus*), desert cottontail (*Sylvilagus audubonii*), brush rabbit (*S. bachmani*), California ground squirrel (*Spermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), California pocket mouse (*Chaetodipus californicus*), western harvest mouse (*Reithrodontomys m. megalotis*), California mouse (*Peromyscus californicus*), deer mouse (*P. maniculatus*), dusky-footed woodrat (*Neotoma fuscipes*), California vole (*Microtus californicus*), coyote (*Canis latrans*), gray fox (*Urocyon cinereoargenteus*), striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), bobcat (*Felis rufus*), and black-tailed deer (*Odocoileus hemionus*). Up to 15 bat species are possibly anticipated. Feral dog (*Canis familiaris*), and feral cat (*Felis catus*) are also expected (Watershed Environmental, July 31, 2008).

Researchers at the University of California, Santa Barbara have identified to potential wildlife crossings, one a box culvert, and the other a pipe culvert that are capable of accommodating wildlife movement between Goleta slough to the south and the Bishop Ranch open space to the north across US Highway 101 in addition to the riparian corridor of Tecolotito Creek (Serra Hoagland, *Assessing Habitat Linkages in Coastal Open Spaces Interim Report*, dated August 5, 2011).

#### *Project Impacts*

Tecolotito Creek is subject to GP/CLUP Conservation Element Policy 2.2. This policy requires that all such stream channels be provided with a 100-foot wide Stream Protection Area (SPA) buffer, unless the criteria in Policy CE 2.2 can be met that could justify a reduction of the SPA to no less than 25 feet. In the case of the project, a 50-foot SPA is proposed that would encompass the existing Santa Barbara County Flood Control District easement along the eastern bank of the stream channel and includes a native riparian enhancement/restoration effort.

Project development and lack of a 100-foot buffer could result in increased erosion and sedimentation impacts on both the stream channel and water quality of the Tecolotito Creek, could inhibit use of the creek's riparian corridor by various animals as a movement corridor and/or avian nesting area for various native and migratory birds, could increase the potential for human disruption of wildlife use of the channel, as well as could result in the increased exposure of the riparian corridor to night lighting due to the proximity of development to the corridor itself. Such impacts may be potentially significant.

In addition, given the placement of two, three-story podium buildings along the eastern limit of this 50-foot buffer, it may be necessary to provide for emergency/fire vehicle access within the buffer to ensure that these buildings have adequate emergency and fire protection access. The resulting development of access adequate to provide for such emergency access to the rear of these three-story buildings would further reduce the SPA with the potential to exacerbate the impacts noted above accordingly.

Finally, the connection of Village Way to Cortona Drive would require construction of a bridge across Tecolotito Creek. The affected portion of the creek includes Army Corps of Engineers jurisdictional areas (non-wetland Waters of the US), CDFG jurisdictional stream areas, and wetlands as defined by the City of Goleta. The creek is also considered an Environmentally Sensitive Habitat Area in the City's GP/CLUP. The

bridge would be constructed of concrete and supported by concrete abutments and piles located on the eastern and western creek banks. The 50-foot wide bridge would span 75 feet across the creek. Permanent impacts would occur in the area directly beneath the bridge resulting from shading of existing vegetation, and possibly periodic and planned removal of woody vegetation, especially willows that may attempt to re-grow under the bridge, and thereby create an impediment to free flows of the creek, especially during high water flows. Temporary impacts (including foot traffic) would occur within 25 feet upstream and downstream of the permanent impact zone and 18 feet east and 5 feet west of the ends of the bridge.

In addition to Tecolotito Creek and its riparian corridor, the project site is traversed by two drainageways. One is manmade and carries stormwater runoff from the existing Campus Pointe Business Park development and the other conveys runoff from the highway/railroad tracks to Tecolotito Creek. The project as designed provides a 50-foot buffer along the drainageway that conveys runoff from the railroad tracks/highway to Tecolotito Creek. The manmade drainageway that conveys runoff from the business park to the creek includes several small areas that meet City and California Department of Fish and Game criteria for a protected wetland and would be filled in by the project. In addition, two existing Coast live oaks in the vicinity of the proposed crossing to Tecolotito Creek would have to be removed for construction of the roadway and bridge connecting to Cortona Drive. Although not comprising an oak woodland, these Coast live oaks are considered a protected resource under the Conservation Element of the City's GP/CLUP. Therefore, resulting impacts to these other biological resources may be potentially significant.

Federal and/or State listed threatened or endangered wildlife species and other special-status species may be present on the project site. These species may be subject to direct harm from construction activities including tree removal and bridge construction. Despite negative reports regarding the presence of southern steelhead and tidewater goby, both listed species could occur in Tecolotito Creek. The proposed extension of Cortona Drive as a bridge over the creek could affect these species, if present. Non-listed, but sensitive species including coast range newt, southwestern pond turtle, and two-striped garter snake could also occur in the stream, and could therefore be potentially affected. Construction activities within the stream, including foot traffic, could directly harm these species, resulting in the potential for a significant impact to occur. Direct impacts on birds would be limited to birds that are nesting on or adjacent to the site during construction. Resident, potentially nesting, songbird species that are most likely to be affected include Costa's hummingbird, Allen's hummingbird, Nuttall's woodpecker, loggerhead shrike, oak titmouse, California thrasher, yellow-breasted chat, yellow warbler, and Lawrence's goldfinch. Potential direct impacts on these species may be potentially significant.

As noted above, in addition to the Tecolotito Creek riparian corridor, two potential wildlife movement linkages may exist along the northern border of the project site that would be affected by the project. The loss of such wildlife movement linkages between the Goleta Slough to the south and open areas of the Bishop to the north of US Highway 101 may be potentially significant.

EIR Scope-of-Work

1. Conduct literature review and fieldwork necessary to characterize the site's existing biological conditions. The literature review will include all available biological reports for the project site, including those for the previous Village at Los Carneros Phase I residential project (*Final Environmental Impact Report; Village at Los Carneros, November, 2007*) and the report prepared by Watershed Environmental entitled *Biological Assessment and Wetland Delineation, the Village at Los Carneros Phase II*, dated June 20, 2008. It will also include the following:
  - a. The California Department of Fish and Game's Natural Diversity Data Base Rarefind report for the quadrangle containing the project site;
  - b. California Department of Fish and Game's Lists of Special Plants and Special Animals;
  - c. California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California; and
  - d. Published information on regional plants, wildlife, and habitats that provide detail on habitat preferences, regional occurrences, and natural history (e.g. the City's GP/CLUP).

Field surveys will include:

- Field reconnaissance of the site to identify plant and animal species;
  - Vegetation and habitat mapping, including acreage calculations;
  - Review of the identification of streams, wetlands, and drainages provided in previous wetland delineation reports on file with the City;
  - Evaluation of the site for ESHA status on-site or on its borders;
  - Identification of protected native trees;
  - Surveys for raptors and raptor nest sites;
  - Habitat review for Monarch butterfly;
  - Bird observations in the early morning hours, including sensitive birds;
  - Visual searches for mammals, reptiles, and amphibians; and
  - Investigation with aerial photographs and on-the-ground observations of potential areas of notable wildlife movement.
2. Identify the regulatory framework for biological resources, including any applicable federal, state, and/or local regulations and/or standards.
  3. Describe the criteria for determining project impacts on biological resources, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
  4. Describe and evaluate the significance of all potential project impacts on biological resources using the criteria noted above as well as the information obtained from the peer review or previously filed reports, field investigations and site visits, and database research.
  5. Describe the project's contribution to cumulative biological impacts. The discussion of cumulative impacts should include the biological impact of project development, taking into account existing and proposed development in the City.

6. Identify appropriate mitigation measures.
7. Provide residual impact statement.

### **3.4 Cultural Resources**

#### *Existing Setting*

Data on file at the UC Santa Barbara Central Coast Information Center list a minimum of 79 archaeological studies conducted within one mile of the project site, including studies that directly address all or portions of the project site. These previous surveys resulted in the identification of 33 archaeological sites within one mile of the project site. The majority of these archaeological sites have been described as specialized or limited activity sites (one or two activities), although some larger habitation and burial sites have also been identified.

Four of the previously identified archaeological sites closest to the project site are: CA-SBA-55, a habitation site with shell midden; CA-SBA-56, a habitation site with shell midden; CA-SBA-1203, a small village site with midden deposits; and CA-SBA-3636, lithic scatter along the railroad right-of-way. CA-SBA-55 appears to have been previously destroyed by modern activities and the other three are present with various degrees of disturbance.

Despite previous surface disturbance and the absence of known resources at the project site, the project site is still considered highly sensitive for archaeological resources due to the sensitivity of the project area as indicated by the numerous identified archaeological resources in the vicinity. The most sensitive areas of the project site are within Lots 6 and 7 (The Village at Los Carneros I, Final EIR; November, 2007; SCH #2005101137).

There are no other known historic resources in the project area or on the project site (e.g., objects, structures, or buildings).

The upper geological layers at the project site consist of artificial fill associated with previous grading activities and intermediate-age alluvium, with some younger alluvium in the vicinity of Tecolotito Creek. These deposits, which extend to estimated depths of up to 65 feet, are not likely to contain paleontological resources.

#### *Project Impacts*

The project would involve additional site grading and excavation for utilities, foundations, and subterranean parking. Development is intended to avoid known areas of archaeological sensitivity. However, grading/construction activities extending beneath previously disturbed areas at the site and/or the discovery of previously unknown archaeological resources could result in potentially significant impacts.

#### EIR Scope-of-Work

1. Conduct site visit and review of all previous work completed for the property and determine existing cultural resources conditions.
2. Determine if additional fieldwork is necessary to accurately determine existing conditions.



3. Assist the City with the SB 18 Tribal Consultation process.
4. Identify the regulatory framework for cultural resources, including any applicable federal, state, and/or local regulations and/or standards.
5. Describe the criteria for determining project impacts on cultural resources, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
6. Identify and describe the potential project specific impacts to cultural resources as well as assess the significance level of each identified impacts based on peer review of prior surveys, data collected from the data research effort, information from the consultation with interested Native American parties, and any additional field work conducted by the consultant.
7. Describe the project's contribution to cumulative impacts on cultural resources. The discussion of cumulative impacts should include the impact of project development, taking into account existing and proposed development in the City.
8. Identify appropriate mitigation measures.
9. Provide residual impact statement.

### **3.5 Geology and Soils**

#### *Existing Setting*

The project site is located in the on the coastal plain of the Goleta Valley. Soils onsite consist primarily of xerorthents which typically are mechanically manipulated (cut and/or filled). Xerorthents are considered well drained, of varied depth and may contain concrete spoil, rock, asphalt spoil, or other fill material. Permeability, erosion potential, runoff, effective rooting depth, and water capacity are considered highly variable. The topography of the proposed project area prior to grading was a generally south-southeast sloping surface draining to Goleta Slough and locally on the western side of the property toward Tecolotito Creek. Elevations across the property range from approximately 58 feet above mean sea level (amsl) at the northeast corner of Lot 4, on the slope adjacent to Los Carneros Road, to about 20 feet amsl at the southeast corner of Lot 6 before the property slopes sharply to the flow-line of Tecolotito Creek at approximately 9 feet amsl. It is believed that prior to previous grading activities, the site was crossed by northwest-to-southeast trending drainages that were generally parallel to Tecolotito Creek and emptied into Goleta Slough. The historic outline of Goleta Slough approached the project area from the south, but is believed to have remained south of Los Carneros Road except for an limited incursion into a drainage under what is now the parking lot area for the adjacent Campus Pointe Business Park Lot 3. The project site is located approximately 4,600 feet north of the North More Ranch fault, which is the western 10-mile portion of the 41-mile long active Mission Ridge-Arroyo Parida fault system. Alluvial areas with characteristics suggestive of liquefaction susceptibility have been identified for the project area. To determine if there may be any adverse impacts, an assessment of the information and analysis of the methodology used to generate that data will be made. The existing artificial fill and alluvial units onsite have expansive characteristics and may be subject to consolidation that could impact foundations. The ground water level in the alluvium is shallow. In historic times two tsunamis have had a significant run-up along the Santa Barbara coastline caused by the 1812 and 1927 earthquakes. Run-up from each tsunami event was about 6 feet (2 meters).

### *Project Impacts*

Given the lack of any active mapped earthquake faults traversing the project site, the potential for ground rupture onsite due to seismic activity is considered low. However, secondary seismic hazards such as ground shaking may be potentially significant given the susceptibility of the Santa Barbara County South Coast to moderate to high magnitude earthquakes. Furthermore, given the potential for slope instability, erosion, and landslides in the northern extent of the project site, project effects on such geological processes may be significant. In addition, seismic activity can generate Tsunami impacts result from both the forces of wave run-up and wave retreat, as well as rising water (flooding) without significant wave action. Generally these forces are most significant nearest the shoreline and decrease progressively inland. The Goleta GP/CLUP (2006) defines a possible tsunami flood risk elevation limit of 40-feet for planning purposes. Finished site elevations at the project site are planned to be 30 to 38-feet in elevation, therefore potential tsunami flood impacts may also be potentially significant.

Groundwater can affect semi-subterranean structures if it is at a depth within proximity to floors, walls, and foundations. Effects may include nuisance moisture, seepage causing ponding, and structural impacts to foundations. Water depths are as shallow as 13.6 feet below the surface and historic levels may be several feet higher. Bridge foundations at the Tecolotito Creek crossing may be founded in liquefaction-prone materials. Finished floors of semi-subterranean parking are planned at approximately eight (8) feet deep. The resulting potential impacts related to shallow groundwater may be potentially significant.

The manufactured slope along the railroad embankment has experienced substantial soil erosion and potential landslide/slope stability and stockpile impacts are considered potentially significant. Construction of the Tecolotito Creek Bridge foundations would occur within the 100-year floodway of Tecolotito Creek. Therefore post-construction erosion (scour) may occur in the channel due to the bridge's presence there. As such, slope erosion impacts resulting from residential construction, stockpiling of excess soil onsite, and construction of the proposed Tecolotito Creek Bridge may also be potentially significant.

### EIR Scope-of-Work

1. Peer review the Albus-Keefe and Associates Geotechnical Consultants; *Geotechnical Design Report, Phase I of the Village at Los Carneros*, dated February, 8, 2008 and determine if further geotechnical assessment is warranted. Provide a description of the existing geologic conditions.
2. Identify the regulatory framework for geology/soils, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project geology/soils impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's Thresholds Manual.
4. Identify and discuss the significance of any project-related geologic/soils impacts based on the criteria noted above.
5. Identify and discuss the significance of any project contributions to cumulative geologic/soils impacts.

6. Identify appropriate mitigation measures.
7. Provide residual impact statement.

### **3.6 Greenhouse Gas Emissions**

#### *Existing Setting*

Solar radiation enters the earth's atmosphere from space. A portion of that radiation is absorbed by the earth's surface and a smaller portion is reflected back toward space. Absorbed radiation is subsequently emitted from the earth's surface as low-frequency infrared radiation which instead of passing back into space is absorbed by "greenhouse gases" (GHGs). As a result, low-frequency radiation that would otherwise be emitted back into space is "trapped" by these GHGs resulting in a warming of the earth's atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, earth would be unable to support life as we know it. Global atmospheric concentrations of GHGs, including carbon dioxide, methane, and nitrous oxide have significantly increased since pre-industrial times (1750) and are now commonly believed by most in the scientific community as contributing to significant warming of the earth's climate system which will affect physical and biological systems on every continent. Large increases in global temperatures could have massive deleterious impacts on the natural and human environments. Climate change could impact the natural environment in California in the following ways, among others:

- Raising sea levels along the California coastline;
- Resulting in extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- Causing an increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- Reducing snow pack and stream flow in the Sierra Nevada mountains and affecting winter recreation and water supplies;
- Causing a potential increase in the severity of winter storms affecting peak stream flows and flooding;
- Resulting in changes in growing season conditions that could affect California agriculture causing variations in crop quality and yield; and,
- Causing changes in the 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

Climate change is however a global problem and similar changes would also occur in other parts of the world, with regional variations in resources affected and vulnerability to adverse effects. GHGs are global pollutants, unlike criteria pollutants or toxic air contaminants (TACs) which are of regional or local concern. Whereas criteria pollutants and TACs with localized air quality effects has relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one year to several thousand years) and persist in the atmosphere long enough to be dispersed around the world. The quantity of GHGs required to result in climate change is not precisely known; suffice it to say that quantity is enormous and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to

global, local, or micro climate. Therefore, from the standpoint of CEQA, GHG impacts are inherently cumulative.

*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 GHG emissions. The project is preliminarily estimated to generate CO<sub>2</sub> emission levels (unmitigated) that could be as much as 12,900 lbs/day or 5.86 metric tons per day (equivalent to a yearly emission rate of 2,139 metric tons per year).

*Project Long-term Operational Emissions*

Emission of combustion related pollutants would occur during project operations 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 CO<sub>2</sub> emissions for the proposed project are preliminarily estimated at 27,522 lbs/day or 12.48 metric tons/day (4,555 metric tons per year).

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.

EIR Scope of Work

1. Provide a description of the existing greenhouse gas emissions conditions.
2. Identify the regulatory framework for greenhouse gas emissions, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project greenhouse gas emissions significance, including CEQA Appendix G Initial study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
4. Provide project short-term construction emissions calculations for greenhouse gases using the most appropriate and up-to-date greenhouse gas emissions modeling software.
5. Provide project long-term operational emissions estimates (energy consumption, transportation, waste) for greenhouse gases using the most appropriate and up-to-date greenhouse gas emissions modeling software.
6. Determine the significance level of project generated greenhouse gas emission contributions to cumulative GHG emissions/climate change.
7. Identify appropriate mitigation measures.
8. Provide residual impact statement.

### **3.7 Hazards and Hazardous Materials**

#### *Existing Setting*

There is no surface evidence of any areas of stained pavement or soil, distressed vegetation, or evidence of waste discharge at the project site, or any evidence of prior onsite fuel storage. Also, no evidence of the presence of onsite fuel storage tanks, such as aboveground vents or piping, was observed during the site reconnaissance by previous investigators. The County of Santa Barbara Fire Department Leaking Underground Storage Tank Unit and the Regional Water Quality Control Board (RWQCB) had no records of USTs or hazardous materials being on the project site at any time in the past.

A Phase I environmental survey with soil sampling, was conducted for Raytheon E-Systems Company in May 1998 by Fluor Daniel GTI. This survey covered approximately 60.86 acres of land including the two buildings within Lots 1 and 3 of the Raytheon Specific Plan area, located just south of the proposed Village at Los Carneros project site. At that time, the building within Lot 1 was used for administrative offices only. This Phase I study concluded that there was no evidence of recognizable environmental conditions of concern in connection with the two Raytheon E-Systems buildings south of the project site.

The project site is located adjacent to the Southern Pacific railroad right-of-way. The railroad carries passenger cars as well as freight trains. Some freight trains may carry hazardous materials. Issues associated with the site's proximity to the railroad involve the potential for an accident (a derailment in particular) that could result in release of hazardous material or ignite a fire.

Finally, the California Bureau of Mines and Geology and the Department of Health Services have determined that Santa Barbara County falls within a Zone 1 designation for the presence of Radon gas, which suggests that there is a low to moderate potential for exposure to Radon gas at or above the EPA recommended level of 4.0 pico curies per liter (pci/L).

#### *Project Impacts*

The building within Lot 3 was previously used to manufacture, assemble, and test microelectronic countermeasure (radar jamming) equipment for the U.S. Navy and Air Force. Hazardous materials and/or petroleum products were used and stored in the Lot 3 building and a hazardous materials storage area north of the building. The building is now occupied by Allergan Inc., a multi-specialty health care company focused on discovering developing and commercializing pharmaceuticals, biologics, and medical devices. Such past and current activities involve the use of hazardous materials in their manufacturing efforts and due to the proximity of such manufacturing to the proposed residential project could pose a potentially significant health risk for future project residents.

The closest residential units would be within approximately 60-feet of the neighboring railroad tracks to the north. Freight trains traveling along these tracks often carry hazardous materials such as petroleum products, chlorine gas, and other volatile substances that can pose either airborne hazards or result in a fire or explosion. The associated public health risk depends upon the materials released during an accident,

the toxicity of the materials, and the wind direction that may carry the emissions from the release toward any occupied uses. Such potential safety risks posed by the proximity of project residents to the railroad may be potentially significant.

Radon is an odorless and tasteless naturally occurring gas that has been linked to lung cancer. Radon exists in all soils throughout the United States and is produced from the breakdown of naturally occurring radium and uranium within the ground. As the project site is considered by the State to experience a low to moderate risk of exposure at or above the EPA recommended level of 4.0 pico curies per liter (pci/L), such potential exposure is considered a possible potentially significant safety risk.

### EIR Scope-of-Work

1. Conduct research of hazardous materials records and aerial photos to assess the hazards and hazardous materials existing conditions. Conduct at least one field survey to determine if a Phase I environmental assessment is necessary.
2. Identify the regulatory framework for hazards/hazardous materials, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project hazards/hazardous materials significance, including CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
4. Prepare a Health Risk Assessment (HRA) regarding potential exposure of project residents to the possible release of hazardous materials resulting from a rail accident/derailment or accidental spill/release of hazardous materials at the neighboring business park immediately to the south.
5. Identify and discuss the significance of all project contributions to cumulative hazards and hazardous materials risks and impacts.
6. Identify appropriate mitigation measures.
7. Provide residual impact statement.

## **3.8 Hydrology and Water Quality**

### *Existing Setting*

The project site lies along the coastal strip between the Pacific Ocean on the south and the Santa Ynez Mountains on the north, and just northwest of the Goleta Slough between Los Carneros and Tecolotito Creeks within the South Coast Hydrologic Unit, specifically within the Tecolotito Creek drainage. Drainage (surface runoff) is generally by sheet flow across the site, but is concentrated in artificial drainage channels or man-made stream channels that flow from east to west and are tributary to Tecolotito Creek. However, some runoff from the eastern portion of the project site is routed through an existing stormdrain system that conveys runoff to Los Carneros Creek. With exception of the northwestern portion of Lot 7, which would be the site of the proposed neighborhood park, the entirety of the project site lies outside of the 100-year floodplain of Tecolotito Creek.

### *Project Impacts*

The preliminary drainage plan and analysis prepared by the applicant's engineer (Penfield & Smith, *Preliminary Drainage Analysis for the Village at Los Carneros Lots 2, 4, 5, 6, & 7*, dated March 17, 2010) divides the project site up into three drainage basins, A, B, and C. Drainage Basin A encompasses the eastern portion of the project along Los Carneros Road and as currently graded flows into Los Carneros Creek via existing drainage facilities in Los Carneros Road and Calle Koral; Drainage Basin B includes the center of the property and flows via an existing drainage channel into Tecolotito Creek; and Drainage Basin C which flows overland and through several existing drainage swales into Tecolotito Creek as well. Per the drainage analysis, only Drainage Basin C would experience any significant increase in stormwater runoff volumes under the post-development condition with increases for the 5, 10, 25, 50, and 100-year events of 72%, 68%, 66%, 65%, and 64% respectively. To address such increases the project design includes two underground detention basins on 74,000 cubic yards and 43,000 cubic yards. Per the submitted analysis, these two underground detention basins would result in reductions of 3%, 9%, 15%, 17%, and 20% for the 5, 10, 25, 50, and 100-year storm events respectively. This determination assumes however that the project drainage system is constructed and functions per the proposed plan and is maintained properly over the life of the project. Therefore, potential flooding impacts may be potentially significant.

Urban runoff from developed sites has the potential to introduce significant amounts of urban pollutants and sediment into receiving water bodies, especially when such flows are not interrupted by pervious areas (e.g. bioswales) and filtration systems. Per the submitted drainage analysis, the project would result in an increase of 0.96 acres of effective impervious surface which could increase the potential for sediment and contaminant laden stormwater to be discharged into surface water bodies such as Tecolotito and Los Carneros Creeks and ultimately Goleta Slough. To address such concerns the project drainage plan includes Best Management Practices (BMPs) such as 25 bio-retention areas that would provide for bio-filtration of stormwater runoff before conveyance into the underground detention basins that discharge into Tecolotito Creek and two, mechanically filtered catch basins to filter stormwater runoff conveyed to Los Carneros Creek via existing drainage improvements in Los Carneros Road and Calle Koral. However, if such BMPs are not constructed and/or properly maintained, their effectiveness in protecting against the introduction of sediment and pollutant laden runoff into the City's surface water bodies could be substantially compromised. Resulting water quality impacts could be potentially significant.

Grading and site disturbance associated with project construction has the potential to generate substantial amounts of sediment that could be transported via stormwater runoff into nearby receiving surface water bodies such as Tecolotito Creek, Los Carneros Creek, and the Goleta Slough. In addition, construction of the proposed bridge across Tecolotito Creek not only has the potential to add sediment to the stream-flow but construction debris and construction chemicals as well. Such impacts on surface water quality may be potentially significant.

### EIR Scope-of-Work

1. Provide a description of existing hydrology and water quality conditions through peer review of the submitted drainage plan and report (Penfield & Smith; *Preliminary*

*Drainage Analysis for the Village at Los Carneros*, dated March 17, 2011), review of all pertinent FEMA and Santa Barbara County Flood Control District maps, Central Coast Regional Water Quality Control Board data on the water quality of any existing surface water bodies for which the proposed project lies within their watershed, consultation with the City's Community Services Department, and any field surveys as needed.

2. Identify the regulatory framework for hydrology/water quality, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining the significance of any hydrology/water quality impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
4. Identify and discuss the significance of project impacts on hydrology/water quality.
5. Identify and discuss the significance of the project's contribution to cumulative hydrology/water quality impacts in the area.
6. Identify appropriate mitigation measures.
7. Provide residual impact statement.

### **3.9 Land Use and Planning**

#### *Existing Setting and Project Impacts*

The subject property is located in an area of a variety of uses. These include vacant land, transportation facilities, business park buildings, light industrial uses, and residences. The project is subject to numerous plans, policies, and regulations that have been adopted for the purpose of ensuring compatibility with surrounding uses, establishing and maintaining the desired character of an area, providing for uniform codes to govern similar land uses and ensure safety, and to protect environmental resources. These include, but are not limited to, the General Plan/Coastal Land Use Plan and zoning code. The project includes 465 residential units and associated population that could affect the implementation of applicable plans, policies, and regulations. This includes, but is not limited to, potential conflicts associated with compatibility of uses, provision of adequate services, and protection of biological resources. These impacts are considered potentially significant.

#### EIR Scope-of-Work

1. Provide a description of the existing land use/planning conditions.
2. Identify the regulatory framework for land use/planning, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project land use/planning impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
4. Review and incorporate City-prepared consistency analysis of all applicable policies.
5. Review and incorporate City-prepared consistency analysis of all applicable zoning requirements.
6. Identify appropriate mitigation measures.
7. Provide residual impact statement.



### 3.10 Noise

#### *Existing Setting*

Noise levels at the project site result mainly from vehicular sources on the adjacent freeway and arterial roads in the area. The adjacent train tracks are a source of intermittent, but loud noise. The northerly tier of lots comprising the project site experience a Community Noise Equivalent Level (CNEL) of 65 dB(A) resulting from the project's proximity to this transportation corridor while the southerly tier of lots experience a CNEL from vehicle traffic along Los Carneros Road of 60 dB(A). The site is well outside the noise impact zone from Santa Barbara Airport, but individual noise events from aircraft are sometimes audible on the project site. The closest sensitive noise receptors would be the existing office space immediately to the south in the Campus Pointe Business Park, the Willow Springs Apartments approximately 500+ feet to the east across Los Carneros Road, and the existing office space of the business park development off Castilian/Cortona on the west side of Tecolotito Creek.

#### *Project Short-Term Construction Impacts*

Per the GP/CLUP the general limit on acceptable noise level for sensitive receptors such as the project is 60 dB(A) CNEL while acceptable noise levels for office space and professional buildings is 67.5 dB(A). Noise from a point source such as a construction site is attenuated at a rate of 6 dB(A) every time the distance from the noise source is doubled. The City's *Environmental Thresholds and Guidelines Manual* finds that construction equipment noise, measured 50-feet from the source, can typically reach 95 dB(A). At an attenuation rate of 6 dB(A) or every doubling of distance from the noise source, anticipated construction noise levels at the Willow Springs Apartments could exceed 70 dB(A) while noise levels at the abutting Campus Point Business Park offices as well as the business park across the creek from the project site could reach or exceed 90 dB(A). As such, construction noise could pose a potentially significant impact on neighboring land uses.

#### *Project Long-Term Operational Noise Impacts*

Project related recreational amenities such as the rec center/pool complex would be outside of any CNEL contour in excess of 60 dB(A). However, units along the railroad/highway corridor as well as some of the apartment units would fall within the existing CNEL contour for noise in excess of 65 dB(A). In addition, the proposed neighborhood park in the northwest corner of Lots 7 would also experience noise levels in excess of 70 dB(A) due to rail traffic. Such long-term CNEL exposure could result in potentially significant noise impacts on project residents and users of the proposed neighborhood park.

#### EIR Scope-of-Work

1. Provide a description of the existing noise conditions.
2. Identify the regulatory framework for noise, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project noise impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.

4. Evaluate the impact of project construction on sensitive receptors within 1,600 feet of the project site.
5. Identify and evaluate potential noise impacts on future residents and users of the future neighborhood park resulting from the project site's proximity to the railroad and highway transportation corridor, as well as the proximity of the apartment complex to Los Carneros Road.
6. Evaluate the vibration impact potential resulting from train traffic on the adjacent rail line on future project residents.
7. Identify potential long-term noise levels generated by the project and evaluate their effect on such noise sensitive receptors such as the riparian corridor of Tecolotito Creek.
8. Evaluate the project's contribution to cumulative noise impacts within the City.
9. Identify appropriate mitigation measures.
10. Provide residual impact statement.

### **3.11 Public Services and Facilities**

#### *Existing Setting*

##### Fire Protection

Fire protection services would be provided by the Santa Barbara County Fire Department (SBCFD). The closest station to the project site is Fire Station 14 located at 320 Los Carneros Road just to the north of the Los Carneros/US Highway 101 interchange. The National Fire Protection Association (NFPA) and the SBCFD identify the following three guidelines regarding the provision of adequate fire protection services:

- A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 persons is the ideal goal. However, one firefighter for every 4,000 persons is the absolute maximum population that can be adequately served.
- A ratio of one engine company per 12,000 persons, assuming three firefighters per station (or 16,000 persons assuming four firefighters per station), represents the maximum population that the SBCFD determined can be adequately served by a three-person crew.
- A five-minute response time in urban areas.

Station 14 has a staff of three personnel, consisting of an engine company captain, engineer, and firefighter. This station provides immediate response on incidents as determined by the type of call. Fire Station 14 currently meets the NFPA and SBCFD guidelines (City of Goleta, General Plan/CLUP Final EIR, Table 3.12-1, 2006).

##### Police Services

Police services would be provided by the Santa Barbara County Sheriff's Department under contract to the City. The City 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 the City police in an emergency. City police operate from three locations; the City offices, an office located in Old Town on Hollister Avenue, and a third location at the Camino Real Marketplace.

### Schools

Public education services are provided within Goleta and the remainder of the Goleta Valley by the Goleta Union School District (GUSD) and the Santa Barbara High School District (SBHSD). In general, enrollments in the area school system have been declining for the past several years and area schools serving the project vicinity have been operating below capacity. These schools include Isla Vista Elementary School at 6875 El Colegio Road, Goleta Valley Junior High School at 6100 Stow Canyon Road, and Dos Pueblos High School at 7266 Alameda Avenue.

### Library

Services at the Goleta Public Library are provided by contract with the City of Santa Barbara in a facility owned by the City at 500 North Fairview Avenue. The two-acre library site includes a 15,437 square-foot building and parking areas. The facility provides services for the City and nearby unincorporated areas. In 2010/2011, library visits were 256,996 and circulation was 606,741. Services were provided by 5 full-time and 2 part-time employees.

### *Project Impacts*

#### Fire Protection

The project would result in 465 new residential units and approximately 1,200 new residents. While the project is not expected to result in an exceedence of recommended service guidelines for Fire Station 14, adequate fire protection would require the provision of fire and emergency vehicle access meeting all applicable Fire Department standards. As currently designed, the project would include two, three-story podium buildings along the riparian corridor of Tecolotito Creek without any emergency/fire vehicle access to the rear (west) side of these structures. This lack of fire/emergency vehicle access to the rear of these buildings could result in potentially significant fire protection impacts.

#### Police Services

The project would result in new structural development, increased personal property, and an increase in population of approximately 1,200 residents that could generate an increased demand for police services. The project would include management services, parking within proximity of units, adequate parking lot and building lighting, and adequate patrol car access. The project and associated population is not expected to result in the need for additional police protection services/facilities and impacts are considered less than significant.

### Schools

The elementary school that serves the project site is Isla Vista Elementary School. The SBHSD secondary schools that serve the site are Goleta Valley Junior High School and Dos Pueblos High School. These schools have historically operated below capacity (R. Pachter, GUSD; D. Hayden, SBSD; August, 2011) as follows:

**Isla Vista Elementary, Goleta Valley Junior High, and Dos Pueblos High School Enrollment**

<b>School</b>	<b>Enrollment</b>	<b>Capacity</b>	<b>Currently Exceeds Capacity?</b>
<b>Isla Vista Elementary</b>	445-450 Elementary 24 Preschool  Total: 469-474	475 Elementary 25 Preschool  Total: 500	No
<b>Goleta Valley Junior High</b>	824	1185	No
<b>Dos Pueblos High</b>	2331	2385	No

As school capacity is frequently changing in response to enrollment and school district budgetary issues, further analysis based on District standards is necessary to accurately assess potential project impacts on school enrollment.

Library

The project population of approximately 1,200 residents could result in increased use of the Goleta Public Library. This increase is expected to only minimally affect use and annual circulation at the library and could be accommodated at the existing facility. Project demand would not result in the need for additional library services and impacts are considered less than significant.

EIR Scope-of-Work

1. Provide a description of the existing public services/facilities conditions.
2. Identify the regulatory framework for public services/facilities, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project public service/facility impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
4. Identify and discuss all project impacts on public services/facilities as well as the project's contribution to cumulative demand on public services/facilities.
5. Identify appropriate mitigation measures.
6. Prepare residual impact statement.

### **3.12 Recreation**

#### *Existing Setting*

The City has 10 public parks, four private parks, and 20 public open space areas comprising a total of 523 acres. This equates to approximately 18 acres/1,000 residents. The two larger City-owned regional open space preserves, the Sperling Preserve/Ellwood Mesa and the Lake Los Carneros Natural and Historical Preserve collectively account for 363 acres of that total. Approximately 40% of the City's two miles of Pacific shoreline is held in City ownership. Together with the neighborhood open space areas, these preserves and open space areas provide many opportunities for passive recreation and enjoyment of natural areas. Areas specifically developed for active recreational uses however are less abundant with about three acres of developed park land/1,000 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. However, there remains a shortage of public facilities for active recreation such as sports fields, tennis courts, swimming pools, and dedicated trails. The parks in closest proximity to the project site are the Sperling Preserve/Ellwood Mesa, Lake Los Carneros Natural and Historic Preserve, and Girsh Park.

#### *Project Impacts*

The project is anticipated to result in a population increase of approximately 1,200 people when fully occupied. This represents a 4% increase in the City's population and correspondingly, an equivalent increase in demand for recreational facilities, opportunities, and open space. Existing regional and neighborhood open space areas such as the Ellwood/Sperling Preserve and Lake Los Carneros Natural and Historic Preserve are within the vicinity of the project site and could accommodate the additional demand for local, passive recreational demands generated by the proposed project's resulting increase in the City's population. However, as noted above, there is an acknowledged, overall shortage of active recreational amenities in the community. This existing shortage, combined with increased demand for recreational opportunities that would occur as a result of the proposed project above and beyond that handled by the proposed recreation center/pool area onsite, could further contribute to deterioration, or accelerate deterioration, of the City's existing inventory of active recreational facilities.

#### EIR Scope-of-Work

1. Provide a description of the existing recreation conditions.
2. Identify the regulatory framework for recreation, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining project recreation impacts, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
4. Identify and discuss all project impacts on recreation, including the significance of the project's contribution to cumulative recreational impacts.
5. Identify appropriate mitigation measures.
6. Provide residual impact statement.

### **3.13 Transportation/Traffic**

#### *Existing Setting*

The following 20 intersections and 11 roadways will be evaluated in the project traffic study:

#### Intersections:

- 1) Storke Road/Glen Annie Road/Calle Real/US 101 NB Ramps (signalized)
- 2) Storke Road/US 101 SB Ramps (signalized)
- 3) Storke Road/Hollister Avenue (signalized)
- 4) Los Carneros Road/Cathedral Oaks Road (stop sign controlled)
- 5) Los Carneros Road/Calle Real (stop sign controlled)
- 6) Los Carneros Road/US 101 NB Ramps (signalized)
- 7) Los Carneros Road/US 101 SB Ramps (signalized)
- 8) Los Carneros Road/Calle Koral (signalized)
- 9) Los Carneros Road/Raytheon Drive (signalized)
- 10) Los Carneros Road/Cremona Drive (stop sign controlled)
- 11) Los Carneros Road/Castilian Drive (signalized)
- 12) Los Carneros Road/Hollister Avenue (signalized)
- 13) Los Carneros Way/Calle Koral (signalized)
- 14) Los Carneros Way/Hollister Avenue (signalized)
- 15) Fairview Avenue/Calle Real (signalized)
- 16) Fairview Avenue/Hollister Avenue (signalized)
- 17) Cortona Drive/Hollister Avenue (stop sign controlled)
- 18) Coromar Drive/Hollister Avenue (stop sign controlled)
- 19) Castilian Drive/Cortona Drive (stop sign controlled)
- 20) Coromar Drive/Cortona Drive (stop sign controlled)

#### Roadways:

- 1) Los Carneros Road (major arterial, 2 or 4 lanes, no parking, Class I or II bike-lane, posted 45 MPH)
- 2) Storke Road (major arterial, 4 lanes, no parking, Class II bike-lane, posted 45 MPH)
- 3) Hollister Avenue (major arterial, 4 lanes, no parking, Class II bike-lane, posted 45 MPH)
- 4) Fairview Avenue (major arterial, 4 lanes, no parking, Class II bike-lane, posted 35 MPH)
- 5) Calle Real (arterial, 2 lanes, no parking, Class II bike-lane, posted 45 MPH)
- 6) Cathedral Oaks Road (major arterial, 2 lanes, no parking, Class II bike-lane, posted either 40 or 50 MPH)
- 7) Los Carneros Way (minor arterial, 2 lanes, parking allowed, Class II bike-lane, posted 45 MPH)

- 8) Castilian Drive (local street, 2 lanes, parking allowed, Class III bike-lane, posted 25 MPH)
- 9) Cremona Drive (local street, 2 lanes, parking allowed, Class III bike-lane, posted 25 MPH)
- 10) Coromar Drive (local street, 2 lanes, parking allowed, Class III bike-lane, posted 25 MPH)
- 11) Cortona Drive (local street, 2 lanes, parking allowed, Class III bike-lane, posted 25 MPH)

Pursuant to the GP/CLUP's Transportation Element Policy TE 4.1, level-of-service (LOS) C is considered acceptable for all major and minor arterials, collector streets, and both signalized and unsignalized intersections.<sup>1</sup> Per the Transportation Element, the only intersection currently operating at unacceptable service level within the project's travelshed is the Fairview/Calle Real intersection. All roadways identified above currently operate at acceptable service levels or better with exception of Storke Road south of the US Highway 101

Primary access to the proposed project would involve construction of the fourth leg of the existing three way Calle Koral/Los Carneros intersection along with providing a connection to Cortona Drive to the west via a bridge Across Tecolotito Creek. A third, right-in/right-out access onto Los Carneros Road between Cremona Drive and Castilian Drive would be for emergency vehicle access.

#### *Project-Specific Impacts*

Preliminary project generated traffic estimates based on trip generation factors from the Institute of Traffic Engineer's *Trip Generation Manual, 8<sup>th</sup> edition*, it is estimated that the project would generate 3,025 average daily trips (ADTs), 225 AM peak hour trips (AM PHTs), and 278 PM peak hour trips (PM PHTs). Depending on how such trips are distributed, the project could result in potentially significant, project-specific impacts at currently impacted roadways and intersections such as Fairview/Calle Real and on Storke Road south of the US Highway 101 interchange, Storke Road south of Whittier Drive, and/or Los Carneros Road south of Hollister Avenue.

#### *Circulation Impacts*

The project could result in restricted or impacted vehicle circulation at the following locations due to roadway alignment, configuration of left-turn pockets, lane configuration and average travel speeds:

- Queuing at the Los Carneros Road/Calle Koral intersection during the AM and PM peak hour for existing and existing plus project conditions, and during the PM peak hour for future cumulative conditions.
- The Los Carneros Way/Calle Koral intersection and the proposed geometric alignment of Los Carneros Way with Calle Koral.
- The Castilian Drive/Cortona Drive intersection and the potential need for traffic control devices.
- The need and feasibility for the installation of site access enhancing measures (e.g.,

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<sup>1</sup> Policy TE 4.2 does provide an exception for the Storke/Hollister intersection that defines acceptable capacity there as LOS D ( $v/c \leq 0.89$ )

installation of left-turn pockets/lanes, acceleration/deceleration lanes, median installation, potential traffic signal modification, etc).

- Potential sight distance and safety issues posed by the proposed right-in/right-out only access off Los Carneros Road between Cremona Drive and Castilian Drive.
- The adequacy of access driveways, the number of driveways, potential turn restrictions, and connectivity with the internal site circulation system.

#### *Cumulative Impacts*

Per the Transportation Element of the City's GP/CLUP, under a cumulative scenario the following intersections within the project's travelshed would operate at unacceptable levels assuming no planned transportation improvements:

- 1) Storke/Hollister (LOS E)
- 2) Los Carneros/Cathedral Oaks (LOS E)
- 3) Los Carneros/Calle Real (LOS D)
- 4) Los Carneros/US 101 SB Ramps (LOS D)
- 5) Fairview/Calle Real (LOS E)

In addition, Storke Road south of the US Highway 101 interchange, Storke Road south of Whittier Drive, and Los Carneros Road south of Hollister Avenue are also anticipated to operate at deficient service levels under the cumulative scenario. As the project would send trips through all of these intersections and roadway segments, potential project contributions to cumulative transportation impacts may be potentially significant.

#### EIR Scope-of-Work

1. Provide a description of the existing transportation/traffic conditions.
2. Prepare a trip generation and distribution forecast for the project for a typical weekday over a 24-hour period, as well as for the commuter AM and PM peak hours.
3. Identify the regulatory framework for transportation/traffic, including any applicable federal, state, and/or local regulations and/or standards.
4. Describe the criteria for determining project significance, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Thresholds Manual.
5. Prepare an impact analysis based on comparisons of AM and PM peak hour LOS calculations at the study intersections for existing conditions, existing with project conditions, future without conditions, and future with project conditions, according to City of Goleta significance criteria. The Traffix software program or equivalent as determined by Community Services and the approved capacity analysis methodologies for the City of Goleta (i.e., Intersection Capacity Utilization method for signalized intersections and the Highway Capacity Manual method for unsignalized intersections) will be used for the LOS calculations.
6. Evaluate the following intersections to determine if they would meet warrants traffic signal control under existing + project and cumulative + project scenarios:
  - Los Carneros Road /Cathedral Oaks Road;
  - Los Carneros Road /Calle Real;



- Cortona Drive / Hollister Avenue; and
  - Coromar Drive / Hollister Avenue.
7. Evaluate the following circulation issues under existing + project and cumulative + project scenarios:
    - Queuing at the Los Carneros Road/Calle Koral intersection during the AM and PM peak hour for existing and existing plus project conditions, and during the PM peak hour for future cumulative conditions.
    - The Los Carneros Way/Calle Koral intersection and the proposed geometric alignment of Los Carneros Way with Calle Koral.
    - The Castilian Drive/Cortona Drive intersection and the potential need for traffic control devices.
    - The need and feasibility for the installation of site access enhancing measures (e.g., installation of left-turn pockets/lanes, acceleration/deceleration lanes, median installation, potential traffic signal modification, etc.).
    - Potential sight distance and safety issues posed by the proposed right-in/right-out only access off Los Carneros Road between Cremona Drive and Castilian Drive.
    - The adequacy of access driveways, the number of driveways, potential turn restrictions, and connectivity with the internal site circulation system
  8. Impacts resulting from construction traffic through all phases of project construction will be assessed qualitatively.
  9. The EIR consultant shall conduct a CMP cumulative analysis and identify and evaluate project related impacts as appropriate.
  10. Identify appropriate mitigation measures.
  11. Provide residual impact statement.

### **3.15 Utilities and Service Systems**

#### *Existing Setting*

Wastewater collection would be provided by the Goleta West Sanitary District (GWSD) and water service would be provided by the Goleta Water District (GWD). Marborg Industries provides solid waste collection within the City and all City generated solid waste is transported to the Tajiguas Landfill on the Gaviota Coast operated by Santa Barbara County. Stormwater from the project site would be routed through the project to either Tecolotito Creek or existing drainage facilities in Los Carneros Road and Calle Koral that ultimately discharge into Los Carneros Creek.

#### *Project Impacts*

##### Wastewater

Treatment of wastewater collected by GWSD is provided through a contract with the 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 pursuant to a National Pollutant Discharge Elimination System (NPDES) permit issued by the US Environmental Protection Agency (EPA) in concurrence with the States' Central Coast Regional Water Quality Control Board (CCRWQCB). The GWSD is allocated 40.78% of the capacity at the sewage treatment plant, which equates to about 3.12 million gallons per day (mgpd). The GWSD currently generates

approximately 1.71 mgpd of sewage that is treated at the GSD plant, resulting in about 1.41 mgpd of remaining capacity in the GWSD's existing system. Applying the GWSD's wastewater generation rate of 184 gallons/day (gpd) per equivalent residential unit (ERU), total project generated wastewater effluent would be 85,560 gallons per day (gpd). This represents approximately 6.1% of the 1.41 mgpd remaining allocated capacity of the GWSD. Until the GWSD issues a Connection Permit for the project, project impacts on wastewater services within the City are potentially significant.

#### Water

The GWD operates under the *Wright Judgment* which prohibits overdrafting of the Goleta Groundwater Basin (GGWB) and mandated a return of the basin to a hydrologically balanced condition in 1998. The District draws its water supply from Lake Cachuma (9,322 acre feet/year or AFY), the State Water Project (4,500 AFY), the GGWB (2,350 AFY), and wastewater reclamation (3,000 AFY) for a total yearly supply of 19,172 AFY for a normal rainfall year (*Goleta Water District Water Supply Assessment*, May 22, 2008). Average current demand for GWD water (2007) is 15,554 AFY (*GWD Water Assessment*, May 22, 2008). Using the applicable water duty factors from the City's *Environmental Thresholds Manual*, the worst case (most conservative) scenario for project water demand is currently estimated at 179.4 AFY or 5% of the District's remaining uncommitted water supply during a normal rainfall year. However, until the GWD issues a Can and Will Serve letter for the project, project impacts on water supplies within the City are potentially significant.

#### Solid Waste

Based on the City's solid waste generation factor in the City's *Environmental Thresholds Manual* and the average household size noted in the City's GP/CLUP, the project is estimated to generate approximately 1,148.6 tons of solid waste/year or 574.3 tons/year after a 50% credit for source reduction and recycling that would be added to the yearly flow of solid waste to the Tajiguas Landfill. Using the City's solid waste impact threshold of 196 tons/year after a 50% credit is given for source reduction and recycling, the project would result in a potentially significant solid waste impact.

#### EIR Scope-of-Work

1. Peer review the applicant's drainage report and describe existing hydrological conditions. Describe existing conditions for water supply, sewer service, and solid waste disposal.
2. Identify the regulatory framework for utilities/service systems, including any applicable federal, state, and/or local regulations and/or standards.
3. Describe the criteria for determining the project significance, including but not limited to, CEQA Appendix G Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and the City's Threshold Manual.
4. Review demand factors for water, wastewater disposal, and solid waste and identify demand.
5. Identify and evaluate project specific impacts, as well as project contribution to cumulative impacts, wastewater, water, and solid waste disposal.
6. Identify appropriate mitigation measures.
7. Provide residual impact statement.

#### **4.0 OTHER CEQA SECTIONS**

The environmental impact report will also include the following “Other CEQA” sections:

- Effects found to be less than significant
- Growth inducing impacts
- Significant irreversible environmental changes

#### **5.0 ATTACHMENTS**

1) Project Plans (11´x 17” reductions)

The following special studies and City documents are available for consultant review at the City of Goleta Planning and Environmental Services office:

- *City of Goleta General Plan/Coastal Land Use Plan*
- *City of Goleta General Plan/Coastal Land Use Plan EIR*
- *City of Goleta Environmental Thresholds and Guidelines Manual*
- *City of Goleta Inland Zoning Ordinance*
- *Biological Assessment & Wetland Delineation*, prepared by Watershed Environmental dated July 31, 2008
- *Geotechnical Design Report*, prepared by Albus-Keefe & Associates, Inc. dated February 8, 2010
- *Preliminary Drainage Analysis*, prepared by Penfield & Smith dated March 17, 2010
- *Assessing Habitat Linkages in Coastal Open Spaces Interim Report*, prepared by Serra Hoagland dated August 5, 2011